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HONG KONG, THURSDAY, MAY 3, 1928.

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CHATER ESTATE.

RESULT OF TWO APPEALS.

FULL COURT.

Late Sir Paul's Appointment of Mr. J. T. Bagram.

MEANING OF THE WORD "SECURITIES."

Judgment was given by the Full Court this morning in two appeals in connection with the estate of the late Sir Paul Chater, from the judgment of Mr. Justice J. R. Wood (when he was acting as Chief Justice last year).

One case concerned the appointment by Sir Paul of Mr. J. T. Bagram as a permanent managing director of the Hong Kong Land Investment & Agency Co., Ltd. It was decided that Sir Paul could appoint "the senior representative of a firm or corporation" but not an individual.

There were two points in the other case. One was based on the meaning attached to the word "securities" in Sir Paul's will. The Court held that it did not include stocks and shares. The other concerned the income payable to cestui quo trustees. This was held to be payable from the date of Sir Paul's death, with interest calculated at the rate of 8 per cent. and was the only point in which either appeal succeeded.

INCOME OF TRUSTEES.

The Chief Justice (Sir Henry Gollan) referred to "the ingenious procedure adopted by Mr. Bagram" in forming the Hong Kong Finance and Investment Co., Ltd., the character of which was described as "occasional, if not unreal."

At the conclusion, Mr. Eldon Potter, K.C., asked leave to address His Lordship on the point. Mr. Potter explained that Mr. Bagram acted as he did without any motive of personal advantage, but merely to carry out testator's wishes, if possible. He did so on the suggestion of an "eminent Home Counsel," Mr. Potter added.

His Lordship replied that there was no suggestion of sharp practice. The only question was a question of law. Mr. Bagram had been perfectly open and honest about it. His Lordship remarked, "On the contrary."

On Mr. Potter reiterating that the company was formed on the advice of a "leading Home Counsel," His Lordship asked:—"On the inspiration of leading Hong Kong counsel?" Mr. Potter replied:—"No, my Lord. On the contrary."

The Full Court which sat in February comprised Sir Henry Gollan, Sir Peter Grain (Chief Justice of His Majesty's Court at Shanghai) and Mr. Justice Wood (Puisne Judge).

The judgments were read this morning by Sir Henry Gollan, Land Investment Case.

In dismissing the appeal, their Lordships added:—"but the costs of appeal of all parties may be paid out of the testator's estate, as between solicitor and client."

In the Land Investment Co. case, Mr. Potter appeared for Mr. J. T. Bagram and Mr. H. G. Sheldon for the Official Trustee of Bengal (appellants). Mr. C. G. Alabaster, K.C., was for Mr. W. E. L. Shenton (executor of the estate) and Mr. F. C. Jenkin for the Hong Kong Land Investment & Agency Co., Ltd. (respondents).

The validity or otherwise of the appointment of Mr. Bagram, said the judgment, depended on the construction which should be placed on clause J of the Memorandum of Association of the Company.

Hong Kong Conditions.
It was taken to mean that Sir Paul Chater during his absence from the Colony, temporary or permanent, could appoint an individual by name or any senior representative of a firm carrying on business and with an office in Hong Kong.

"The power to appoint a nominee by reference to the person who from time to time fills the position of the senior representative of a firm or corporation is obvious to any one acquainted with the condition of affairs in Hong Kong where the personnel of a business concern varies so constantly as a result of strike."

The Individual.
"On the other hand, the power to appoint, which is to become operative on death, is confined to a senior representative; nothing is said about the appointment of an individual. I take the power to be confined to the case it expressly mentions, i.e., the appointment of a senior representative as such and not as an individual."

"It is also interesting to notice that Sir C. Chater appears to have thought that his power of appointment of a nominee as permanent and managing director of the company was confined to the appointment of the senior representative as such."

His Lordship also referred to the words "if I can legally do so" in Sir Paul's appointment of Sir Robert Ho Tung (alternatively) and Mr. Bagram (as a further alternative).

Appointment Bad.
His Lordship considered the appointment not warranted and therefore bad.

As to the "individual" being also a "senior representative of a firm," His Lordship also held that the qualification must have been in existence on May 25, 1926, the date of Sir Paul's death.

"Ingenious Procedure."
Concurrence with the view of Mr. Justice Wood (in the original hearing) was expressed by the Chief Justice, that formation of the Hong Kong Finance and Investment Co., Ltd., failed to qualify him as "the senior representative of a firm or corporation carrying on business and having an office in Hong Kong."

"Any other conclusion would tend to defeat the clear intention of the company's memorandum . . . that Sir C. Chater's successor should be an experienced man of business; for it would allow a man of no business training whatever qualifying himself for the office . . . by imitating the ingenious procedure adopted by Mr. Bagram in this case."

Sir Peter Grain's judgment agreed. He said that the "powers (under the Articles of the Company) appear to me to be quite definite and free from ambiguity."

"It is also a reasonable requirement. The business carried on by the . . . Company is . . . of some magnitude and one that required its directors to have considerable business knowledge and business training."

Sir Peter pointed out that Mr. Bagram "was not even at the time of appointment a senior representative," etc. The appointment is void ab initio.

Mr. Justice Wood.
Mr. Justice Wood's judgment was read as follows:—"I do not adopt the view that the ground of the failure of the appointment of Mr. Bagram is that the testator's authority is to be held confined by its terms to an appointment by official title of the holders of an office in suc-

(Continued on Page 7.)

UNUSUAL SCENE.

"When Cat's Away The Mice Play."

HASTY OFFICIAL.

Government Flurried In Commons Budget Debate.

London, Yesterday.
"Mechanical lighters" created a piquant situation in the House of Commons where Mr. Churchill's influenza exposed the Budget to the risk of losing a further substantial sum.

The Conservative member, Mr. R. T. Ramsden moved an amendment, which was supported by Liberals and Labourites to reduce the duty on mechanical lighters by three pence.

Mr. A. M. Samuel, the comparatively recently appointed Financial Secretary of the Treasury, stoutly resisted, and the debate proceeded, when Mr. Samuel suddenly agreed to accept the amendment.

A storm broke, the Opposition thoroughly enjoying the Ministerial discomfiture.

Mr. L. Amery was hastily consulted by Mr. Samuel.

The Opposition demanded whether Mr. Churchill had authorised the Concession, and Mr. M. R. Samuel's silence implied that he had blundered.

The Government whips and Mr. Churchill's private secretary were hastening in and out of the House and there was an air of considerable discomfort.

Finally, the Chief Government Whip, Mr. B. M. Eyres-Monsell, remarking that when the cat's away the mice will play, suggested to Mr. Ramsden and the Opposition that if they preferred the matter should be discussed in the presence of Mr. Churchill, whereupon Mr. Ramsden withdrew his amendment.

Mr. Churchill's Opposition.
London, Yesterday.
Mr. Churchill (Chancellor of the Exchequer) is suffering from influenza and will be unable to participate in any further Budget debate in the House of Commons this week.

The Votes on Sugar.
London, Yesterday.
The House of Commons, by 236 votes to 115, rejected the labour amendments proposing a general reduction of the sugar tax or its abolition. The new sugar duty was confirmed by 253 votes to 105.—Reuter.

OUT OF LUCK?

LOCAL SHOP'S BROKEN WINDOW.

The case against Private C. Hood, of the King's Own Scottish Borderers, charged with breaking two plates of glass in the show window of Messrs. J. Ullmann's Jewellery shop causing damage to the extent of \$365, was again mentioned before Mr. R. E. Lindell at the Central Magistracy this morning.

When the case was called, an Officer of the Regiment handed a letter to the Magistrate. After reading the letter, his Worship remarked that as Private Hood was permanently unfit to appear in Court, that was the end of the proceedings against him.

The police announced that no arrangement had been made with regard to the payment of compensation to Messrs. Ullmann's.

Mr. Lindell said that he had merely made a suggestion for the matter of compensation to be negotiated. It was not a matter with which the Court was concerned.

A.P.C. MAN.

MR. J. WATT DIES AT SWATOW.

Mr. J. Watt, a well known member of the A.P.C. Installation staff, passed away at Swatow, where he was Installation manager, on Tuesday from cerebral hemorrhage. He leaves a wife.

The late Mr. Watt left the North Point Installation about two years ago on transfer to Manila and had only been a short while at Swatow. The flag on Asiatic Building is at half mast to-day.

It is an unfortunate thing that boys at school are the sons of their fathers.—Dr. E. Lyttleton (former Headmaster of Eton)

H.M. CRUISERS.

Proposed Visit To South America.

CHINA-BOUND SHIPS.

Affecting H.M. S.S. "Cornwall" And "Suffolk."

London, Yesterday.
Replying to Rear-Admiral Beamish, who suggested that the cruisers "Suffolk" and "Cornwall" should visit South America en route to the Far East, Mr. W. C. Bridgeman ("First Lord") said that arrangements were being made for the "Cornwall" to proceed to the Far East via Australia, calling at various South American ports en route but it was necessary that the "Suffolk" should proceed direct to China in order to relieve one of the cruisers on the station which required to be in Home waters as soon as possible.—Reuter.

U.S. PRIMARIES.

WILL CALIFORNIA SUPPORT ANTI-PROHIBITION?

BIG STRUGGLE PENDING.

San Francisco, Yesterday.
In the important Primary Elections now being held in California, the chief interest is centred in the three-cornered contest for the composition of the State Delegation to the Democratic National



Governor A. Smith of New York, Anti-Prohibitionist.
Convention. The struggle is between the supporters of Governor A. E. Smith of New York, Sena-

FAIR AND FRESH.

N.E. winds, fresh, fair, is the official weather forecast until noon to-morrow.
The central depression has passed into the Pacific. The northern depression has filled up. Anticyclones are central near Shanghai and over N.E. Japan.

for T. J. Walsh of Montana and Senator J. A. Reed of Missouri. Incomplete returns show a large majority for Governor Smith, over both his opponents combined, despite the fact that he is an unknown personality in California, and his opponents had made a determined attempt to stir up local sentiment against him on the ground that he is a Catholic and Anti-Prohibitionist.—Reuter's American Service.

TO THE FAR EAST.

REGULAR AIR SERVICE PROMISED FROM LONDON.

WEEKLY NOW TO INDIA.

London, Yesterday.
That there is a reasonable hope that machines in the near future



and catering for a much heavier volume of traffic.
Sir S. Hoare announced that during the past few days he had initiated the heads of an agreement between the Government and the Imperial Airways for regular weekly service between London and India.—Reuter.

"LAND OF THE FREE."

Soviet Outburst Against Britain.

WELCOMING AMANULLA.

Culture Not Militarism To Be Shown Afghan Royalty.

Moscow, Yesterday.
The Afghan sovereigns were ceremoniously welcomed by M. Karakhan (formerly Soviet "Ambassador" at Peking) on behalf of the Soviet at the frontier station of Negorelo and thence at Minsk where they were greeted by the "White Russian" Government afterwards proceeding to Moscow.
Press Comment.

The Soviet Press declares that unlike Britain the "Arch-robber" who flaunted her military power before Amanulla, the Soviet will show her culture. Amanulla had left the land of tyrants, who were endeavouring to make Soviet-Russia a British colony and he had come to the land of the free.—Reuter.

SOLDIER DESERTER.

PRISON FOR THEFT OF CAR.

A TRIP TO CANTON.

Private Harold Cole (24), Queen's Regt., was charged at the Kowloon Magistracy this morning, before Mr. Schofield, for unlawfully obtaining on April 15 from the South Asia garage, car No. 374, for the purpose of inspection of a prospective purchaser, and obtaining possession on the same car with the appropriate licence, to the total value of \$700 from one Lai Sui, with intention to defraud.
Chief Det. Inspector Murphy, who arrested defendant, in the course of his evidence said that on April 15, a Chinese contractor bought motor car No. 374, with the intention of placing it on the road as a public vehicle. The transaction was closed at \$600. After he had had the car a few days, he found that some repairs were to be effected, so he took the car back to the garage. After a week's time, the contractor decided to resell the repaired car, offering the garage people five per cent. on the sale.
As Mechanic.

The defendant was engaged on April 9 by the garage as a mechanic, the proprietor knowing that the engaged man was a soldier in the Shamshulpo Camp, at \$100 a month, with board and lodging. All went well until April 10 when the telephone operator of the Hong Kong Hotel garage at Stubbs-road, received a message from "Manson and Co." given to be at No. 15, Pakhoi-road, to the effect that there was a car for sale for the sum of \$500. The message was continually repeated during the few days.

On April 19 the employees of the Hong Kong Hotel garage were prepared to buy the car, and therefore interviewed the defendant. It was decided to try the car that night. Nothing was decided upon that night. \$250 was offered, but when it was found that defendant had no licence, the deal was put off.

Half an hour later, when defendant had obtained a licence, \$207 was paid for the car, and he (defendant) drove the car at 6 p.m. up Nathan-road as far as the Duro Motor garage. He then disappeared.

Car Resold.
The following day the car was resold to another purchaser, in the same condition for \$510. The car at the time of the sale was stored at Wanchai. The last buyer relined the car for service as a private car. Nothing more took place until defendant returned from Canton under Police escort.

Det.-Inspector Murphy, added that defendant was only brought up on a charge of possession of the car, and not of defrauding the garage owner.

Det.-Inspector Murphy added that defendant was living at the garage from April 5 to the 16th of the same month. It was found that defendant had no previous conviction against him in Hong Kong. His Worship passed sentence of three months' hard labour.

RAILWAY CUT.

Northerners Routed At Poshan.

DICTATOR IN FEAR?

Family Said To Have Left For Tientsin.

According to overnight cables, the Northern troops are falling back in each of the three war zones in which they have been engaged.
The Peking Dictator, Chang Tso-lin, is suggested to be in fear as a report from Japan says that he has moved his family to Tientsin—the departure of official families being the usual prelude to a debacle.
Primary interest is still taken in affairs in Shantung province. No attempt by the Southerners to push on from Tsinan across the Yellow River has been reported. But in the east of the province, hostilities are spreading towards the Shantung peninsula. Places have been taken by Nationalist units and others are likely to "turn over" to the Southerners.
Line Shortened.
Activities elsewhere point to the Northerners having decided to shorten their line and concentrate on Paoingfu in Chihli province, on the Peking-Hankow Railway, about 100 miles south by west of Peking; and on Tehchow, in Shantung (near the boundary with Tehchow), on the Tientsin-Pukow Railway, about 200 miles due south of Peking.
In the Chihli-Honan front, where the Northerners have been facing the "Christian General", Kuominchun, Reuter reports the Northern units to be withdrawing northward into Chihli province.
In the north of Shansi, the Northerners are withdrawing eastward, along the Peking-Suiyuan Railway, to Tatungfu which, however, is still a considerable distance from the Chihli frontier.
News From Japan.

Tokyo, To-day.
Japanese troops under General Fukuda have repaired the Shantung Railway and have arrived at Tsinan.
General Sun Chuan-fang is attempting to reorganise his troops at Santsutien, 11 miles north of Tsinan, where he is expected to make a stand.
Liu Chih-lu, commanding the Shantung forces, has been routed at Poshan. His men have concentrated at Fangtze and cut the railway for the purpose of checking the Southerners advancing toward Tsingtao.

Marshal Chang Tso-lin (head of the Peking Government) has sent his family to Tientsin. His son (General Chang Hsueh-liang) and General Yang Yu-ting (Chief of Staff) will carry a general retreat northward along the Peking-Hankow Railway.—Reuter.

One of the Leaders.
[Note: Liu Chih-lu (or Lau Chee-luk as he is known in Hong Kong) was governor of Swatow during the Chan Kwing-ming regime. When his Party was crushed by Chiang Kai-shek's Whampoa cadets, he gathered his remnants and marched north, eking out a precarious existence by day and moving by night through large tracts of hostile territory. Having reached the North from the extreme South of China, he was given a command in the Shantung Army and has been in the thick of the fighting but has never been able to inflict a decisive defeat on the Nationalists.]

Tsinan Quiet.
Shanghai, Yesterday.
The situation in Tsinan is quiet. All business houses and shops which hitherto have been closed for fear of looting by the Northerners are re-opening and women and children are appearing in the streets as usual.
Generalissimo Chiang Kai-shek of the Nationalist Army yesterday afternoon left Yenchow for Tsinan to where he will remove his field headquarters.
General Fong Chen-wu, also of the Nationalist Army, whose cavalry corps is stated to have been largely responsible for the capture of Tsinan, has been appointed garrison commander thereof.

Nationalist Captures.
It is officially stated that the Nationalists have captured Chuchen and Kaom, the latter being 15 miles north-west of Kiaochow (the head of the Kiaochow Peninsula near Tsingtao). It is also announced that Tsao Peng-ting,

THE PACIFIC.

Round Table Conference Suggested.

LIBERAL M.P.'S PROPOSAL.

Sir A. Chamberlain Explains Its Inadvisability.

London, Yesterday.
In the House of Commons at question time, replying to a suggestion of Sir Robert Thomas, Bt., that Britain should invite the United States to a Round Table Conference relating to the Pacific with the object of achieving a unification of policy on matters affecting the interests of White races, Sir A. Chamberlain said that the Anglo-American relations regarding the Pacific were based on the Washington Four Power Treaty to which France and Japan were also signatories and likely to provide a better guarantee of peace than any bilateral arrangement.

FRENCH CABINET.

REMAINS PRACTICALLY AS BEFORE ELECTION.

GOVERNMENT'S DECISION.

Paris, Yesterday.
The Government has decided that it is unnecessary that they should resign as the elections had resulted in approval of their policy. The Cabinet will remain unchanged with the exception of the appointment of a successor to the defeated Labour Minister, M. Fallieres, who had resigned but who will remain in office till June 1.—Reuter.

FRANCE AND FLYING

GOVERNMENT AND LONG-DISTANCE FLIGHTS.

APPROVAL FIRST.

Paris, Yesterday.
The Government have decided that in future long-distance flights may only be organised with the Government's approval.—Reuter.

The pupils of Mr. Harry Ore are presenting a pianoforte recital in the St. John's Cathedral Hall on Monday next at 5.30 p.m.

commanding the Northern troops at Tsingtao is going over to the Nationalists. The surrender is going on.—Reuter.

[Note: Chuchen, Kaom, Kiaochow and Tsingtao are all on the east, along the coast. A Nationalist column, separate from the main force which was heading for Tsinan, has been operating in this area.]

Chefoo Quiet.
Chefoo, Yesterday.
The city is quiet. Strict martial law has been enforced and many officials, including General Chang Tsung-chang's family, are leaving nightly for Dairen (Manchuria) or moving to private houses.

It is anticipated the local police and soldiers will remain neutral and turn over to the Nationalist side soon. It is feared that bandits may take the opportunity to enter the city, but the soldiers are digging trenches to repel them. No danger to foreigners is anticipated.

The defeated Northerners have telegraphed from Weihsen for fifty motor buses, which have been sent up.—Reuter.

[Note: Chefoo is on the north-east coast of Shantung, not far from Tsingtao. Weihsen is on the Shantung railway, along which Northern troops have been retreating towards the coast.]

Chihli-Honan Front.
Shanghai, Yesterday.
The Northerners have evacuated Changtze and Hantan, and are falling back up the Peking-Hankow Railway, probably to Paoingfu, preparing to take up positions on the Paoingfu-Tehchow defence line.—Reuter.

Shansi Front.
Peking, Yesterday.
It is reported and generally believed that the Northern troops in the north of Shansi have been defeated by Fiansi troops (allies of the Nationalists) and forced to withdraw to Tatungfu. Three thousand five hundred wounded arrived back at Peking to-day.—Reuter.

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MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot and Charleston. Special Attention to stout Ladies who are desirous of regaining their youthful figure. Address—31, Ashley Road, Ground Floor, Kowloon. (Back of Star Theatre).

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WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. **SCHOOL FOR GIRLS and SMALL BOYS.** A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on **MONDAY, the 7th day of May, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Lai Chi Kok in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Locality	Area	Annual Rent	Upset Price
Lot No. 1120	ft. ft. ft. ft.	Lai Chi Kok.	As per sale plan.	\$1,000	18,000
New Kowloon Island					



G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on **MONDAY, the 7th day of May, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon City, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Locality	Area	Annual Rent	Upset Price
Lot No. 1121	ft. ft. ft. ft.	Prince Edward Road, Kowloon City.	As per sale plan.	\$1,400	28,000
New Kowloon Island					

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, the 8th May, 1928, commencing at 5.15 p.m. at their Sales Room, Duddell Street, A Valuable Collection of **POSTAGE STAMPS.**

including:—
Rare Hong Kong, China and Macao, etc.

Catalogues will be issued.
On View from Monday, the 7th May, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 2nd May, 1928.

THE undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, the 9th May, 1928, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of **VALUABLE HOUSEHOLD FURNITURE.**

Comprising:—
Teak Bookcase, Hatstand, Cretone Covered Couch and Arm-chairs, Glass Cabinets, Desks, Office Chairs, Clothes Hanger, Gramophones, Records, Carpets, Rugs, Oil Paintings, Pictures, Ornaments, Curios, Electric Table Fans, etc., etc.

Teak and Oak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagons, Ice Chests, Dinner Crockery, Glass Ware, Cutlery, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads with Mattresses, Teak and Oak Wardrobes with and without Mirrors, Chests of Drawers, Dressing Tables, Washstands, Chamber Stands, Side Tables, Toilet Crockery, Commodore, etc., etc.

Also
A Quantity of **BLACKWOOD FURNITURE.** Comprising:—
Teapots, Curio Cabinets, Marble Top Round Table, Marble Top Stools, Chairs, Joss Tables, Opium Stools, Jardinieres, Folding Tables, etc., etc.

One "White" Frost Refrigerator
Two "Remington" Typewriters
One American Ice Chest
One "Morrison" Cottage Piano
Two Enamelled Baths with Fittings.

Catalogues will be issued.
On View from Tuesday, the 8th May, 1928.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 3rd May, 1928.

NOTICES.**CHINESE LANGUAGE SCHOOL.**

A **NEW CLASS** for BEGINNERS in the Study of Colloquial CANTONESE will be started on **MONDAY, 14th May, 1928,** in the Board Room of the **CHAMBER OF COMMERCE** (over the Chartered Bank).

Classes will be held on Mondays, Wednesdays and Fridays from 5.15 to 6.15 p.m. Students also receive daily individual tuition.

Further particulars may be obtained from the undersigned.
M. F. KEY,
Secretary.
GENERAL CHAMBER OF COMMERCE,
Hong Kong, 2nd May, 1928.

UNION INSURANCE SOCIETY OF CANTON, LTD.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE.

THE UNDERSIGNED resumes charge of the above-named Companies as from This Date.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the **FIFTY-FIFTH ORDINARY YEARLY MEETING** of the Society will be held at the Head Office, Union Building, Hong Kong, on **FRIDAY, 25th May, 1928,** at 11 o'clock a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

The **TRANSFER BOOKS** of the Society will be **CLOSED** from **9th MAY to 25th MAY**, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928.

THE CHINA FIRE INSURANCE COMPANY, LTD.**NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the **FIFTY-NINTH ORDINARY YEARLY MEETING** of the Company will be held at its Head Office, Union Building, Hong Kong, on **FRIDAY, 25th May, 1928,** at 11.15 a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from **9th MAY to 25th MAY**, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928.

BRITISH TRADERS' INSURANCE COMPANY, LTD.**NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the **SIXTY-SECOND ORDINARY YEARLY MEETING** of the Company will be held at its Head Office, Union Building, Hong Kong, on **FRIDAY, 25th May, 1928,** at 11.20 a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from **9th MAY to 25th MAY**, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on **THURSDAY, the 17th May, 1928,** at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1927.

The **SHARE REGISTER** and **TRANSFER BOOKS** will be **CLOSED** from the 3rd to the 17th May, 1928, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Agents.
Hong Kong, 20th April, 1928.

NOTICES.**KOWLOON BOWLING GREEN CLUB.**

A **GENERAL MEETING** of the Members of above Club will take place in the Club House on **Friday, the 4th May, at 6 p.m.**

BUSINESS:—As posted on the Notice Board in the Club House.
R. LAPSLEY,
Hon. Secretary.
Hong Kong, 3rd May, 1928.

NOTICE.

WE Have Authorised **Mr. TERENCE CHRISTOPHER THOMAS BECK** to sign per procuration for our Firm in Hong Kong.

T. E. GRIFFITH LTD.
Hong Kong, 1st May, 1928.

G. R.
COLONIAL SECRETARY'S DEPARTMENT.

IT IS NOTIFIED for General Information that as from 30th April, 1928, and until the Structural Alterations to the present offices are completed, the **COLONIAL SECRETARIAT** will occupy the 3rd floor of the Banque de l'Indo-Chine, French Building, Queen's Road.

E. R. HALLIFAX,
Colonial Secretary.
27th April, 1928.

MACAO RACES.

DRAFT PROGRAMMES and **ENTRY FORMS** for the **EIGHTH EXTRA RACE MEETING** to be held on **SUNDAY, 18th May, 1928** (weather permitting), may be obtained from the **I.R.C. Macao**, Causeway Bay Stables and Roxor Advertising Co., Exchange Building.

Entries **CLOSE** at Macao 2.30 p.m., **THURSDAY, 3rd May.**

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on **SATURDAY, 5th May, 1928,** commencing at 2.30 p.m.

The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 4th May, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Hong Kong, 30th April, 1928.

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26A, Des Vœux Road C.,
Hong Kong.

NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

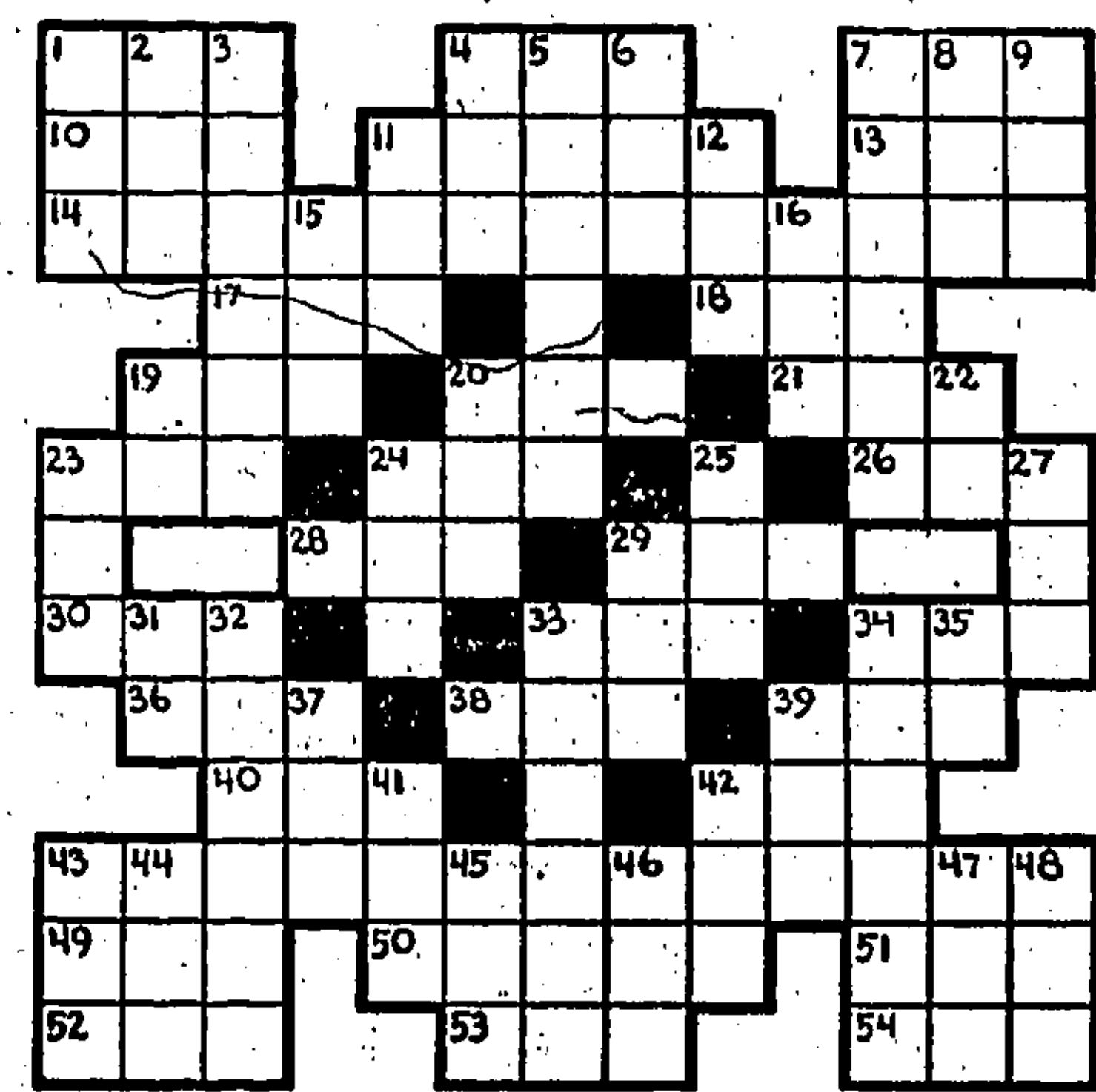
The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—
K.661—No. 2, Saigon Street, Yau-mati or
C.2560—No. 36, Tung Man Street.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

- | | | |
|--|--|--|
| <p>HORIZONTAL</p> <p>1—Frequently (post).
4—An extinct New Zealand bird.
7—A garment worn in Syria.
10—An Italian monk.
11—What is the Turkish government sometimes called?
13—Variant (abbr.).
14—What famous forest and palace is south of Paris, France?
17—A snare.
18—Man's name (short).
19—What was the first name of the famous Norwegian violinist Bull?
20—Peculiar pronoun.
21—What is a contracted strait connecting two bodies of water?
23—What is the negro sorcery of the West Indies called?
24—A drink.
26—An age.
28—Nothing.
29—Substantive ending of nouns.
30—Insect.
32—Pattern.
34—Fitting.</p> | <p>HORIZONTAL (Cont.)</p> <p>35—A hard-wood tree.
38—Turkish title.
39—in what southern state are the great swamps known as the Everglades? (abbr.).
40—What is the German for "how"?
42—Enemy.
43—What large lake is in S. E. Louisiana, U. S.?
45—Before.
50—What system of struts follows the carboniferous system in the earth's crust? (Geol.).
51—So (Scott).
52—To make an addition to.
53—Chance.
54—To cease.</p> <p>VERTICAL</p> <p>1—Away.
2—Back.
3—A state of confusion.
4—Me (French).
5—Decorated.
6—Corroded.
7—A way of approach.
8—Lat of the sheep.
9—Lat of group S. W. of New Guinea.</p> | <p>VERTICAL (Cont.)</p> <p>11—What Arcadian woodland spirit invents the reed-pipe?
12—To decline.
13—A knot.
15—A support.
19—Into what gulf does the Ob river, W. Siberia, flow?
20—Sick.
22—Toward.
23—A simpson.
24—Assistance.
25—A worthless leaving.
27—in no manner.
29—A river in the Ural Mountains, Russia.
31—Behold.
32—Stood wide open.
33—One of the three Graces.
34—To gratify.
35—A degree (abbr.).
37—What is a small, three-stringed violin called?
39—Because.
41—Combining form.
42—Forts (abbr.).
43—A leguminous plant.
44—Ordinance (abbr.).
45—His Royal Highness (abbr.).
47—Suffix same as "ant".
48—It's name is "ant".</p> |
|--|--|--|

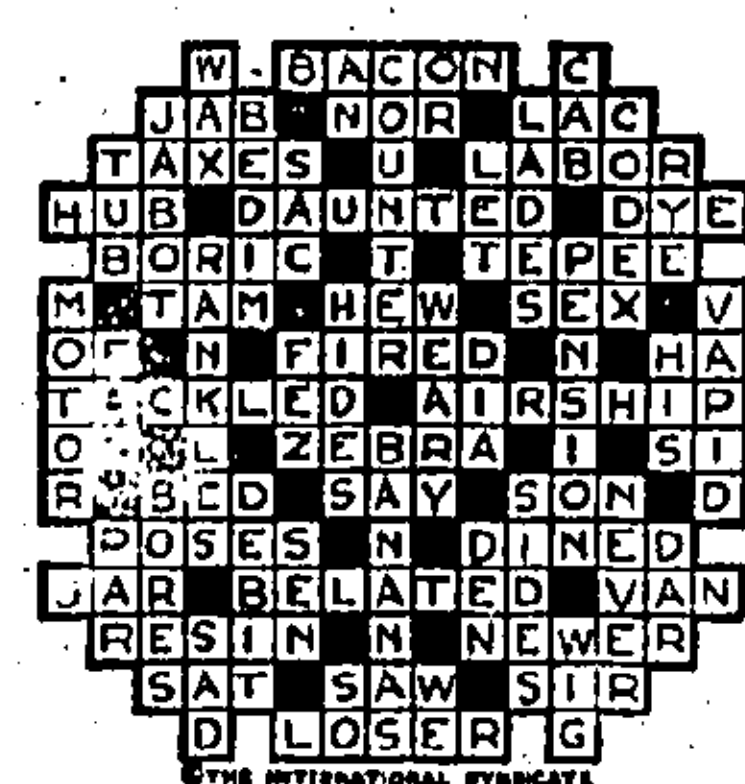
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

LADIES!

WHY SHOULD YOU BE EMBARRASSED BY PIMPLES.

Pimples and all skin diseases are easily cured by **Poo On Chinese Herb Treatment.**

POO ON CHINESE HERBS CO.
66, Queen's Road Central.

YESTERDAY'S SOLUTION.**WARNING.**

Certain people in Hong Kong have been uttering lying and malicious statements regarding the circulation and the quality of the "China Mail" as a Newspaper. We have the names of the aforementioned people together with sufficient unimpeachable and conclusive evidence to prosecute now.

We hereby give warning that if, after this date, these statements continue to be uttered we shall without further notice take what legal action we are entitled to take.

Our reason for not prosecuting on the evidence before us is, having issued this warning, should further statements of such a nature aforementioned be uttered, the matter assumes a more serious and a more damaging aspect.

Clean, healthy business competition is good; business built up on lying and malice is bad and should be stopped.

The **NEWSPAPER ENTERPRISE, Ltd.**

Proprietors of the

"**CHINA MAIL,**"

3a, Wyndham St.,
Hong Kong,

April 28, 1928.

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HONG KONG**

**DOLLAR
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AH YAU—(H.K. Ferry Wharf).

AH YAU—(Peak Tram Station).

HUNG CHEONG—(Kowloon).

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FOR BRINDISI, VENICE AND TRIESTE (FIUME).
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REDUCED PASSAGE RATES.
BRINDISI, VENICE & TRIESTE \$72.10.0
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NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.
M/V "VIMINALE"Sails on or about 24th May.
M/V "ESQUILINO"Sails on or about 21st June.
M/V "ROMOLO"Sails on or about 19th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.
S.S. "VENEZIA"Sails on or about 6th May.
M/V "REMO"Sails on or about 3rd June.
M/V "VIMINALE"Sails on or about 26th June.

NATAL LINE OF STEAMERS
FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.
S.S. "UMVOLOSI"Sails from Calcutta 3rd May.
S.S. "UMSINGA"Sails from Calcutta 1st June.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102, £83, via San Francisco.
£8440, £8420, via Japan and Seattle.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SIBERIA MARUThursday, 15th May.
TAIYO MARUTuesday, 20th May.
*Calls Keelung.
LONDON via Singapore, Suez, Marseilles & Ports.
FUSHIMI MARUSaturday, 5th May.
HAKOZAKI MARUSaturday, 19th May.
SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARUWednesday, 23rd May.
BOMBAY via Singapore, Penang, & Colombo.
TAMBA MARUFriday, 11th May.
† MOJI MARUSunday, 27th May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
RAKUYO MARUThursday, 31st May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARUThursday, 10th May.
NEW YORK and/or BOSTON via PANAMA.
† TSUYAMA MARUSunday, 13th May.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
† TOYOOKA MARUWednesday, 23rd May.
CALCUTTA via Singapore, Penang & Rangoon.
† TOTTORI MARUWednesday, 9th May.
† CEYLON MARUSaturday, 19th May.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARUThursday, 17th May.
SHANGHAI, KOBE & YOKOHAMA.
† DURBAN MARUSaturday, 12th May.
† NAGATO MARU (Moji direct)Sunday, 13th May.
HARUNA MARUMonday, 14th May.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore,
Colombo, Suez and Port Said.
AMUR MARUThursday, 10th May.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
SANTOS MARUFriday, 25th May.
BOMBAY—Via Singapore and Colombo.
HONOLULU MARUFriday, 4th May.
SUMATRA MARU (Calls at Penang) Saturday, 19th May.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.
CHICAGO MARUFriday, 1st June.
CALCUTTA—Via Singapore, Penang and Rangoon.
KASADO MARUFriday, 25th May.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.
ALABAMA MARU (from Shanghai) Thursday, 10th May.
HAIPHONG—Via HOIHOW & PAKHOIFriday, 11th May.
MENADO MARUFriday, 4th May 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
AITAI MARUSunday, 13th May.
TACOMA MARUThursday, 24th May.
HEIYO MARUFriday, 26th May.
KREILING—Via SWATOW & AMOYSunday, 6th May noon.
HISU MARUSunday, 13th May Noon.
TAKAO—Via SWATOW & AMOYSunday, 13th May Noon.
DELI MARUThursday, 3rd May Noon.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.
Tel. Central No. 4038, 4059, 4950. M. TAKEUCHI, Manager.



SHIPPING SECTION.

OIL STORAGE.

EXTENSION OF JARROW
FACILITIES.

ANOTHER 5,000 TONS.

The large oil depot at Jarrow Slake is to be further extended by another huge oil storage tank to be erected by the Shell Mex Co. The plans for the new tank, which will hold 5,000 tons, or 1,528,000 gallons, have been approved by Jarrow Town Council. For a considerable time the Shell Mex Co. has had an extension scheme in view, but it could not be proceeded with until the new sidings constructed by the Mercantile Dry Dock Co., Ltd., and which were delayed through no fault of the company, were brought into operation. The provision of these sidings has resulted in increased trade, and the traffic over them is constantly increasing. The oil depot, since it was established at the Quay Corner on the Mercantile Dry Dock Co.'s estate, has gradually grown in importance, and at present the

PILOTS' STRIKE.

REPORTED TO HAVE
ENDED.

YANGTZE MID-RIVER.

Hankow, Yesterday.
An unconfirmed report states that the strike of Yangtze Middle River pilots is at an end. Otherwise, there is no change in the Yangtze situation generally.—British Naval Wireless.

SOUTH WALES.

SHIP REPAIRING WORK FOR
DOCKS.

A NUMBER OF SMALL JOBS.

There was a fair number of small jobs in the South Wales ship repairing industry during mail week. There were 34 vessels registered in the various dry docks but the major portion of the work was made up of comparatively small jobs. The Channel Dry Docks and

BIG MOTORSHIPS.

THE BELFAST STEAMSHIP
CO.'S NEW VESSELS.

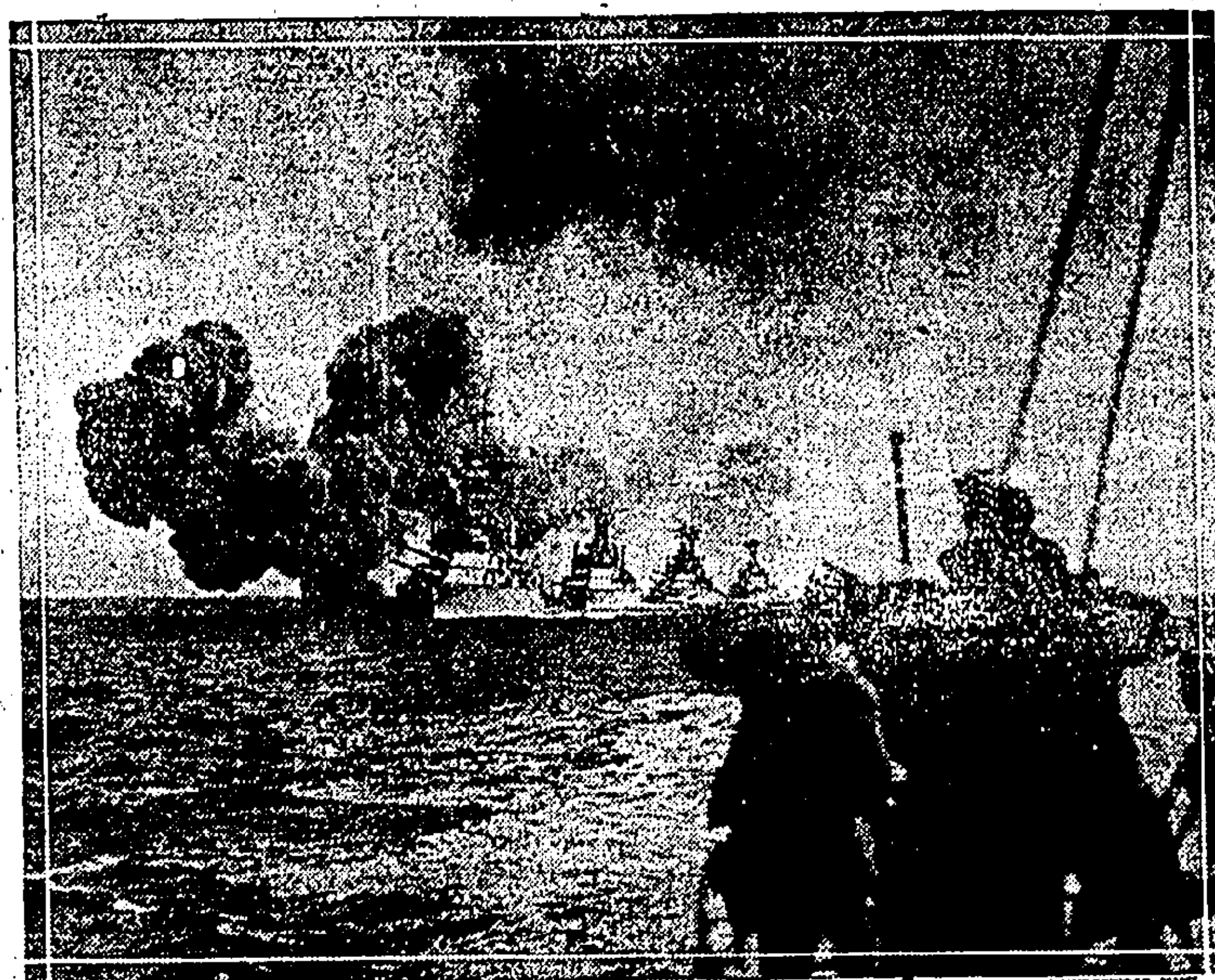
TWIN SCREWS.

Nearly a month ago The "Journal of Commerce" announced exclusively that the Belfast Steamship Co. had placed an order with Messrs. Harland and Wolff, Ltd., for three motorships for their Liverpool-Belfast service—an announcement which naturally created a considerable amount of interest.

We are now in a position to state that these vessels are to have a speed of about 21 knots—a high speed for vessels of this class, which has up to now only been attained by turbines.

The machinery will comprise twin-screw ten-cylinder high-speed single-acting Diesel engines of the B. and W.-H. and W. trunk type; a departure from usual practice will be made in that airless injection of fuel will be employed. The consequent abolition of air compressors will provide a perfect balance of reciprocating parts, which, it is claimed, will entirely eliminate all vibration and noise.

Several innovations will be introduced to add to the comfort of passengers, and a large number of single-berth cabins will be provided.



Los Angeles, Calif.—A striking view of a broadside fired by the U.S.S. "West Virginia," with the Colorado, Tennessee and Maryland coming up behind. These first class battleships are part of a fleet of sixty war craft practising off the coast of Southern California.

Shell Mex Co. own three large tanks and two of smaller dimensions, and the British Petroleum Co. three large tanks. Two of the Shell Mex tanks were erected last year. There is still plenty of land available for future industrial developments.

The Tyne Improvement Commission, a few years ago, sanctioned the construction of a jetty at which vessels discharge and load oil, and also carried out extensive dredging operations. The Commissioners are impressed with the size and importance of the oil base at Jarrow Slake, which is excellently situated, and is already one of the largest oil stations in the country, and capable of considerable expansion as the oil industry grows, as it undoubtedly will.

Jarrow is in need of new industries, and a further opportunity will be given in this direction if the application of the Mercantile Dry Dock Co., Ltd., to the Minister of Transport for an order under the Light Railways Act to complete their east end light railway is sanctioned. This would have the effect of bringing the sidings into direct communication with the oil depot, and increase the depot's facilities and efficiency as a distributing centre. The Jarrow Town Council has now agreed to the light railway scheme, and this, together with the construction of the new sidings, has influenced the Shell Mex Co. in proceeding with their extensions, which will add to the assessable value of the town.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for
U. S. Shippl. Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS
ANGELES.
S.S. "WEST CALERA"May 10
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For MANILA & CEBU.
S.S. "PAWLET"May 10
For further information apply to—
SWAYNE & HOYT, INC.

associated concerns had work in hand on the "Reindeer" and "Grantley Hall" at Cardiff, and "Bryntawe" at Cardiff, whilst at the Barry Graving Dock the steamers "Belfield," "Aghios Gerashimos" and "Korinna" were being repaired. At Newport work was in hand on the "Orange-moor," "Acton Manor" and "Inkum."

The Mounstuart Dry Dock Co. were busy with general repairs on the "Oakfield," "Beachcliffe," "Cariboo," "Eastbury" and "Katina," and shell damage on the "Nervion," whilst on their Windsor Slipway they had damage and survey on the "Porth Leven" and "Dorington Court" and general work on the "Claymont" and "Bradburn." At Barry there were repairs on the steamer "Freden" in the Commercial Dry Dock, and at Newport the company had the "Saguma River" in hand and sundry jobs on other vessels.

Messrs. Bailey, Graham and Co. had work in hand on the steamer "Hillfern" at Cardiff, on the "Essex Baron" at Barry, and internal repairs on the "Segura" at Newport.

Swansea Rather Quiet.
Hill's Dry Docks were completing repairs on the "John Shaw" and "Mallock," while Messrs. T. Diamond and Co. had general overhaul on the Great Western Railway Company's passenger boat "Roebuck."

Swansea was rather quiet, but the Prince of Wales Dry Dock Co. had heavy bottom damage on the steamer "Arete," whilst Messrs. Harris Bros. had jobs in hand on the tug "Mumbles" and on the "Stalbridge."

The contract to repair the steamer "Oreland" was not considered likely to be placed in South Wales, it being understood that the job will be completed at a north-east coast port.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Kendal Castle" are reminded to take delivery of their goods which will be subject to rent after May 6. Consignees of Cargo ex s.s. "Remo" are reminded to take delivery of their goods which will be

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QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

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STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Yokohama	Yokohama
	Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF RUSSIA	May 9	May 12	May 15	May 18	May 21	May 27
EMPEROR OF ASIA	May 30	June 2	June 5	June 7	June 10	June 16
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 24	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 15	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	July 29	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 19	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 9	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 23	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 14	Oct. 20

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

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£120 £112 £83

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Lovely Lake Louise—Banff the beautiful.
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Express trains. Stopovers allowed anywhere en route.
Atlantic sailings from Montreal and Quebec every few days to
Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
May 15	May 17	EMPEROR OF ASIA	May 26
June 5	June 7	EMPEROR OF CANADA	June 8

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT..... ELLERMAN LINE

S.S. "CITY OF BOMBAY"Havre, London, Rotterdam, Hamburg & Hull25th May.
S.S. "CITY OF CARLISLE"Havre, London, Rotterdam & Hamburg24th June.
S.S. "CITY OF BEDFORD"Havre, London, Rotterdam & Hamburg25th July.

BOSTON, NEW YORK & BALTIMORE.....AMERICAN & MANCHURIAN LINE

S.S. "CITY OF EASTBOURNE"via Suez Canal11th May.
S.S. "CITY OF NEWCASTLE"via Suez Canal15th June.
S.S. "CITY OF OSAKA"via Suez Canal13th July.

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BOSTON AND NEW YORK.....AMERICAN & ORIENTAL LINE

S.S. "CEDARBANK"via Suez Canal6th May.
S.S. "FORRESBANK"via Suez Canal6th July.

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S.S. "TINHOW"End of July.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth) Mossel Bay
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Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde,
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For freight or passage on any of the above lines apply to—

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Telephone.....Central 4791.

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
KASHGAR	9,005	12th May	Marseilles, London, Antwerp & Hull.
MAHORE	5,252	19th May	Strait, L'lon, A'werp, R'dam & H'burg
WIDDERPORE	5,334	22nd May	Strait, Colombo, Bombay & Karachi.
MAHWA	10,986	28th May	Bombay, Marseilles & London.
TALEPORE	5,273	31st May	Strait, Colombo & Bombay.
JEYPORE	5,318	2nd June	M'les, L'lon, A'werp, R'dam & H'burg
DELTA	8,097	9th June	Bombay, Marseilles, L'lon & A'werp
MIRZAPORE	6,715	12th June	Strait, L'lon, A'werp, R'dam & H'burg
RANPURA	16,601	23rd June	Bombay, Marseilles & London.
NOVARA	6,989	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
KEYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,619	21st July	Bombay, Marseilles & London.
NANKIN	7,058	28th July	Strait, L'lon, A'werp, R'dam & H'burg
KASHMIR	9,905	4th Aug.	Marseilles, London, Antwerp.
RANPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDEHA	16,088	1st Sept.	Bombay, Mar & London.
KALVAN	9,143	15th Sept.	Marseilles, L'lon & Antwerp.

*Cargo only.
Frequent connection from Port Said for Passengers and Cargo to
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Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALANBA	8,918	4th May	Singapore, Penang & Calcutta.
HATIPARA	7,764	17th May	Singapore, Penang & Calcutta.
TALMA	10,000	26th May	Singapore, Penang & Calcutta.
TAKLIWA	7,936	2nd June	Singapore, Penang & Calcutta.

*Cargo only.

B. I. Apcar Line steamers have excellent accommodation for 1st
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carry a qualified surgeon.

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ARAFURA	6,000	4th May	Manila, Sandakan, Thursday Island.
TANDA	6,056	1st June	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	29th June	
ARAFURA	6,000	3rd Aug.	

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SAILINGS TO SHANGHAI & JAPAN

TAKLIWA	7,936	8th May	Amoy, Moji, Kobe, Osaka & Y'hama.
TANDA	6,056	8th May	Moji, Kobe, Osaka & Yokohama.
DELTA	8,097	11th May	Shanghai, Moji, Kobe & Yokohama.
NOVARA	6,989	12th May	Shanghai, Moji, Kobe & Yokohama.
DEVANHA	8,165	17th May	Shanghai, Kobe, Osaka & Y'hama.
SANTHA	7,764	22nd May	Amoy, Moji, Kobe & Osaka.
MIRZAPORE	6,715	24th May	Shanghai, Moji, Kobe.
RANPURA	16,601	25th May	Shanghai, Kobe & Yokohama.
TALEPORE	10,000	2nd June	Amoy, Shanghai, Moji, Kobe & Osaka.
NANKIN	7,058	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Moji, Kobe, Osaka & Yokohama.
TAKADA	8,940	7th June	Amoy, Moji, Kobe & Osaka.
KEYBER	9,114	8th June	Shanghai, Moji, Kobe & Yokohama.
TALANBA	8,918	17th June	Amoy, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	22nd June	Shanghai, Kobe & Yokohama.
NELLORE	8,863	3rd July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	9,905	6th July	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
RANPUTANA	16,568	20th July	Shanghai, Kobe & Yokohama.
KALVAN	9,143	3rd Aug.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,056	7th Aug.	Moji, Kobe, Osaka & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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SAILINGS FROM HONG KONG.

S.S. "CITY OF EASTBOURNE"	Via Suez Canal	11th May.
S.S. "ADRASTUS"	Via Suez Canal	4th June.
S.S. "CITY OF NEWCASTLE"	Via Suez Canal	15th June.
S.S. "HELENUS"	Via Suez Canal	29th June.

*Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
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NORTH IRELAND.

HARLAND AND WOLFF'S
BUSY YARD.

WORK AT BELFAST.

While activities in the ship-
building industry in Belfast
were confined in mail week to the
yards of Messrs. Harland and
Wolff, there was growing evidence
of the greatly improved condi-
tion which is being reflected in
the increasing number of comple-
tions and launches taking place
and about to take place, also in
the growth on the building berths
of some of the bigger work in
hand, which will be ready for
launching later in the year.

There were two deliveries from
this yard recently. The "King
Lud" completed trials and was de-
livered to her owners, and the
steam tanker "Punta Benitez,"
built to the order of Messrs.
Andrew Weir and Co. for the
Lago Shipping Co., ran trials, and
was delivered to her owners. The
former vessel is the fifth of the
nine motor vessels ordered by the
King Line, and interest was aroused
by Lord Kysant's eulogistic
references to the four preceding
years, which are now in commis-
sion and apparently giving great
satisfaction upon the service on
which they are engaged.

Increasing Activity.

The "King Neptune," for these
owners, is still fitting out, and the
seventh vessel of this group will
be put in the water from this
yard's South yard and
named the "King Arthur." There
will be increasing activity in
launchings and the third of the
Lago Shipping Co.'s tankers will
be put in the water from the
East yard, to be followed by a
further tanker for the same owners,
and the first of the R.M.S.P.
Nelson liners will be launched
from the same yard this month
(May).

Work on the new fore-end of
the "Lochmora" was advancing
rapidly, and this launch, which
will be one of the most interest-
ing of the year, is that it is only
half of a ship which will be put in
the water, will follow early this
month also.

The High Commissioner for
Australia, Major-General Sir
Granville Ryrie, who was on a
tour of Ulster, was an interested
visitor to the Queen's Island
yards.

Ship-Repairing.

With the launch of the "King
Arthur," Messrs. Harland and
Wolff will lay down the third
motorship for the Belfast Steam-
ship Co., so that all the slips will
be still occupied with keels at this
yard, and it is understood that
Messrs. Workman, Clark and Co.
will be able to announce their
first order received since the re-
construction at an early date.

Ship-repairing continues to
keep fairly busy, and Messrs.
Harland and Wolff have the tank-
er "Inverard" in the Alexandra
Dock for overhaul, and a fair
amount of local-owned coaster
tonnage is in for survey and over-
haul. It is understood that a
large amount of work in this
direction may be coming along in
the near future for the Union-
Castle Line in consequence of the
necessity of increasing the insu-
lated capacity on six of the exist-
ing mail vessels employed on the
South African service in accord-
ance with the terms of the freight
agreement entered into between
the Union Government of that
country and the company, al-
though it is not yet settled de-
finitely that this work will be car-
ried out at Belfast.

MOVEMENT OF STEAMERS.

The P. & O. s.s. "Karmala" from
Hong Kong arrived London yester-
day at 11 a.m.

The B.I. s.s. "Takliwa" left Sin-
gapore for this port on May 1 p.m.,
and is due here on May 6 p.m.

The C.P.S. R.M.S. "Empress of
Canada" from Hong Kong on April
4 left Yokohama on Friday, and is
due at Vancouver on May 6.

The s.s. "Kendal Castle" (D. &
Co.) sailed from New York on
March 6, and is due here on May
7.

The C.P.S. R.M.S. "Empress of
Russia" arrived Manila on April 29
at 8 a.m., leaves Manila on May 5
at 4 p.m., and is due at Hong Kong
on May 7 at 9 a.m.

The C.P.S. R.M.S. "Empress of
Asia" left Vancouver for Hong
Kong via Japan ports and Shang-
hai, on April 27 and is due here
on May 14.

The Swedish East Asiatic Co.
M.V. "Rankine" left Hamburg on
April 14 and is due here on or
about May 25.

-CAPT. DOLLAR.

VETERAN CAPTAIN'S VIEWS
ON SHIP-OWNING.

TELLS WHY U.S. GOVT. FAILED.

Conversing with a representa-
tive of the "North-China Daily
News" shortly after his arrival
in Shanghai, Captain Dollar said
that although he has been away
from China for only two years he
has returned to a changed coun-
try. He had read of the heavy
defeat of Marshal Sun's forces,
but like most foreigners in this
country he did not care which
side won. All that was wanted
to put China on its feet was a
lasting peace; and there could be
no attempt made to reconstitute
China until the two or three mil-
lion men under arms had been dis-
armed and returned to peaceful
pursuits. The drain of these
troops on the country was an
awful calamity.

Captain Dollar said that he was
quite optimistic regarding the
ultimate future of China—a
strong federal government was
bound to come; who had heard of
a country the size of China with-
out a government? Foreigners in
China and all countries wished
for peace in China for their own
pecuniary benefit, and for the
benefit of the Chinese nation as a
whole. One went hand in hand
with the other. But still, it was
wonderful how business kept up
in the circumstances, and, if one
looked into the matter very close-
ly it would have to be admitted
that business was steadily im-
proving despite the wretched in-
ternal warfare. He had noticed
a decided improvement in busi-
ness conditions in the Yangtze;
and the Yangtze was, after all,
the backbone of Shanghai.

Dollar Ships Dry.

There was the usual ex-
citement in the States which
one experiences prior to the Pre-
sidential election, said Captain
Dollar, and on the showing Hoover
was a strong favourite. He did
not think that Hoover was a
strong supporter of prohibition,
but he was a man who would
carry out the law of the land, no
matter what that law might be.
Despite anti-prohibitionist propa-
ganda, it was an absolute
fact that prohibition had been
a god-send for the States,
and in particular for the poorer
people. Whereas before they were
living from hand to mouth, they
now had money in the banks, as
was proved by the returns of the
savings banks. Saloons had dis-
appeared, and the people were
benefitted mentally, morally and
physically.

"My ships are all dry," said
Captain Dollar. "Of course, I
could run a bar outside the three-
mile limit if I wished, but I am
not going to try, at my age, to
make a few dollars by selling
whisky. If people on a voyage
must have their whisky, then
they must not travel by the Dollar
Line."

Support for Y.M.C.A.

Captain Dollar is looking for-
ward to inspecting the new
Y.M.C.A. building in Bubbling
Well. He gave \$50,000 to the
fund, and said he would always
take the greatest interest in the
activities of the Y.M.C.A. It was
an excellent institution. Was it
fair to bring out an American boy
from a respectable home, and
dump him in Shanghai and leave
him to paddle his own canoe?
No! And that was the reason
which prompted him to subscribe
to the Y.M.C.A. He felt certain
that the new institution would
have a real effect for good in
Shanghai. In the past the Chi-
nese had been well catered for in
the matter of Y.M.C.A. institu-
tions, but not so the foreigner,
and he was indeed glad to revisit
Shanghai if only to see the new
building.

British Shipping Brains.

Governments are more often
maligned than not, but Captain
Dollar, referring to the American
Government-owned vessels, paid
a great tribute to the British
Government. When he left
America, he said, there was a
very decided feeling that the Gov-
ernment would dispose of all their
vessels, and there could be no
doubt that they would soon get
out of the business. At one time
the Government had lost \$60,000,
000 on the working of the vessels,
and had now succeeded in cutting
the loss down to \$30,000,000. No
Government could run a business
like private individuals, for the
running of a business was the
work of a lifetime of experience.
If Captain Dollar went into the
newspaper business what an
awful hash he would make of it;
it was just the same with a gov-
ernment.

But the British Government,
he said, certainly had their heads
on dead-level after the war, when
they got out of the business into
which they had been forced, and
sold all their ships at a profit of
100 per cent. That was real good
business, and the reason was not

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Kowloon Wharf & Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary be
given before 2nd instant.

No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undeliver-
ed after the 7th inst. will be sub-
ject to rent.

All claims against the vessel
must be presented to the under-
signed on or before the 17th inst.
or they will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Go-
downs, where they will be exam-
ined on the 7th inst. at 10 a.m. by
our surveyors, Messrs. Goddard &
Douglas.

No Fire Insurance has been
effected.

Bill of Lading will be counter-
signed by

DODWELL & CO., LTD.
Agents.

Hong Kong, 2nd May, 1928.

DODWELL - CASTLE LINE.

NOTICE TO CONSIGNEES.

S.S. "KENDAL CASTLE"
From NEW YORK.

CONSIGNEES of Cargo are here-
by informed that all Goods
are being landed at their risk into
the Godowns of the Hongkong and
Kowloon Wharf & Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary be
given before 30th instant.

No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undeliver-
ed after the 6th prox. will be
subject to rent.

All claims against the vessel
must be presented to the Under-
signed on or before the 16th prox.
or they will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godown,
where they will be examined on the
5th prox. at 10 a.m. by our sur-
veyors Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.
Agents.

Hong Kong, 30th April, 1928.

far to seek. The British Govern-
ment differed from the United
States Government in that they
got the best business brains of
the country to run their shipping,
such as Lord Inchcape, whereas
in America it mattered little if it
were a shoemaker or a tailor.
What the leaders of British ship-
ping did not know was really not
worth knowing, and they were ap-
pointed by the British Govern-
ment as against shoemakers and
tailors by the American Govern-
ment.

NEW SCHEDULE.

Becoming effective with the s.s. President
Grant, arriving here on May 11, steamers
of the American Mail Line and Dollar
Steamship Line from Seattle will arrive in
Hong Kong on Fridays and will sail for
Manila at 6 p.m. on Saturdays.

They will return to Hong Kong nine days
after sailing, arriving here on Mondays,
sailing again for San Francisco on Tuesdays.

Steamers from San Francisco will arrive
in Hong Kong on Mondays as heretofore,
sailing on Tuesday for Manila, returning to
Hong Kong on the following Monday. These
steamers will sail again for Seattle on
Tuesdays.

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The Sunshine Belt via Honolulu	The Short, Straight Route to America
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Pres. Grant May 22nd	Pres. Lincoln May 29th
Pres. Cleveland June 5th	Pres. Madison June 12th
Pres. Pierce June 19th	Pres. Jackson June 26th

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Pres. Wilson May 20th 8 a.m.	Pres. Polk July 1st 8 a.m.
Pres. Van Buren June 3rd 8 a.m.	Pres. Adams July 15th 8 a.m.

To Manila

Pres. Monroe May 6th 8 a.m.	Pres. Wilson May 20th 8 a.m.
Pres. Jefferson May 8th 6 p.m.	Pres. Lincoln May 22nd 6 p.m.
Pres. Grant May 12th 6 p.m.	Pres. Cleveland May 26th 6 p.m.

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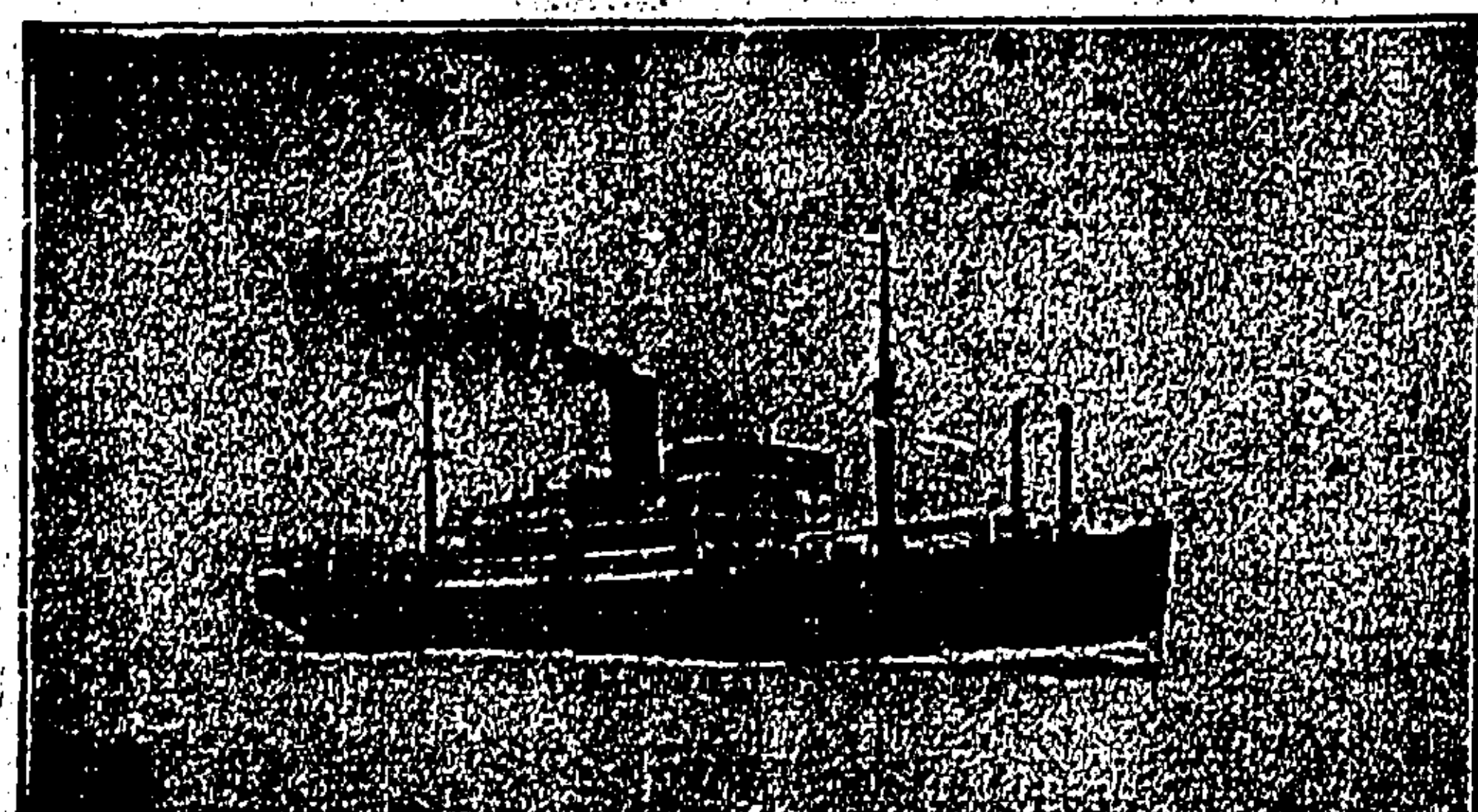
Hong Kong, April 1, 1924.

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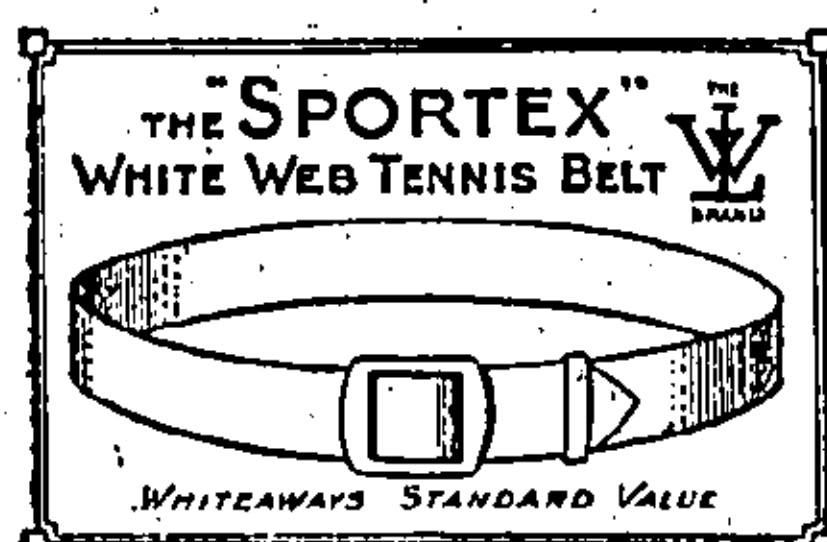


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Hong Kong, Thursday, May 3, 1928.

M. POINCARÉ'S TRIUMPH.

To the honour and credit of French electors they have returned M. Poincaré to power with a very substantial majority, something approximating 400 with an additional 50 who may be safely relied upon in times of emergency. This is very satisfactory, and it should tend to disprove the calumny so frequently launched against French electors generally to the effect that they are much more fickle than grateful. But quite obviously the large measure of support given to M. Poincaré is an indication that the electors of France recognise that in their versatile Premier they have a statesman whose work and whole-hearted devotion to France thoroughly merits their utmost confidence. Few countries other than France have had so many more or less serious political upheavals during the past fifteen years—to go no further back—causing the tenure of office of even the apparently soundest administrations to crumble up after a comparatively brief spell of office. There must be at the present moment at least ten ex-Premiers of France still actively engaged in politics and who, for varying periods, held sway in the Chamber of Deputies and were then brusquely swept away. Little wonder that the country was becoming seriously undermined, particularly financially, and to so alarming an extent that an exceptionally able and tenacious head of the executive became absolutely essential. Such a man

Poincaré, whose masterly handling of the country's chaotic finances has been one of the most splendid achievements of modern politics, Almost by his unaided efforts, M. Poincaré not only stopped the financial chaos but he actually managed—and within a remarkably brief period—to put his country's credit upon a footing much sounder than it had been for many a year. To-day French credit and currency is at least one hundred per cent. better than it was when M. Poincaré came to his country's assistance in her hour of need. His methods may at times have appeared somewhat drastic, but that they were as sound as they have proved effective is certain.

So, in the General Election that has taken place, it is good to note that French electors have not been unmindful of the great debt they owe to their brilliant Premier who has also been their President. The set-back that has been given to the French Communists may also be regarded as a tribute to M. Poincaré's genius, for he more than any other of his predecessors has known how best to cope effectually with such fanatical extremists. The only "fly in the political ointment" at the present moment is the position in which two of the so-called "Autonomists" have been placed by ungrateful or thoughtless Alsations; but we may rest assured that M. Poincaré, once again in office, will be able to deal with those individuals as speedily as he has with other cancerous growths in France's political life.

Film Critics.

Correspondence has commenced to flow into this office regarding the naval film now showing at the Queen's Theatre. Some of it is from critics who carp and other of it is from critics who praise, the latter class predominating. No good purpose, we consider, would be served by the publication of the letters. As regards the former kind of critic, it may be said that the sum total of their observations amount to an expression of the opinion that this film, depicting the battles of Coronel and Falkland Islands, is wrong in certain minor details. Needless to say the correspondents are naval men, and their criticism only goes to show that the picture has more than ordinarily interested them. They all incidentally start their letters with the statement, "I was there," so, perhaps, they are more anxious to have it on record that they were there, than they are seriously to attempt to find fault with a notable achievement.

picture-making. As regards the latter kind of critic, those who experienced such a thrill at seeing the film that they had to write to us about it, little need be said. With them we most cordially agree that the Hong Kong Amusements, Ltd., are to be congratulated upon securing such a splendid piece of screen-work, and that is all there is to it. What we might add, solely "off our own bat," is that it is obvious to us a really good film does not go away from the Colony unnoticed and unappreciated.

ST. JOHN.

DONATIONS TO LOCAL AMBULANCE.

GIFTS FROM CHINESE.

The Hon. Treasurer begs to acknowledge the following donations to the funds of the St. John Ambulance Brigade:

First List.

Messrs. Woo Hay-tong \$500, Fung Hing-chuen \$500, Chan Yue-tung \$500, Wong Kam-fuk \$200, Eu Tong-sen \$300, Kwok Siu-lau \$300, Sir Robert Ho Tung \$200, Messrs. Ng Wah \$50, Lo Chung-kue \$25, Lo Kai-hong \$10, Dr. Jau Hawk \$10.

Second List.

Messrs. Fung Ping-shan \$100, Chow Tung-sang \$100, Li Yik-mui \$100, Fung Kong-yuen \$100, Anonymous \$100, Chau Tsun-nin \$50, Shum Pak-ming \$50, Lau Chun-tong \$50, Nan Shing-kwan \$50, Kwok Siu-lau \$50, Choy Hing \$50, Ma Choy-chiu \$50, Ng Wah \$50, Mak Soy-cho \$50, Chan Yue-tin \$50, Wong Ping-soon \$50, Leung Yuk-yue \$50, Choy Cheong \$50, Li Yau-chuen \$50, Chow Din-ping \$50, Lau Sing-chong \$30, Li Hoi-tung \$25, Ng Yiu-tung \$20, Fung Kan-yue \$20, Siu Suk-lim \$20, Li Chee-cheung \$20, Li Yiu-cheung \$20, Wong Chung-to \$20, Lo Yiu-nin \$20, Tsang Hui-man \$20, Li Tsak-man \$20, Ko Leong-hoe \$20.

MR. J. W. FAULKNER.

MANY FRIENDS AT FUNERAL YESTERDAY.

LARGE NUMBER OF WREATHS.

The funeral of Mr. J. W. Faulkner, of the General Electric Co., a resident of Jordan-road, Kowloon, who died during the week, was held at the Protestant Cemetery yesterday.

Many friends were present and a large number of floral tributes appeared.

Mrs. Faulkner was accompanied by Mrs. Craig. Others noticed present were Messrs. J. W. Baldwin, A. W. E. Davison, A. W. Eastman, P. T. Farrell, A. Gutierrez, H. J. Hunter, A. W. Ingram, W. Jack, Lau Fuk-ki, S. Longfield, C. Mitchell, F. C. Neville, A. B. Raworth, F. X. Remedios, E. A. da Roza, Miss Sawyer, Mr. and Mrs. A. W. Smith, Mrs. Spittles, Messrs. A. F. Silva, F. W. Stapleton, R. A. Starling, W. J. Stokes, B. Wylie and B. Xavier.

Wreaths were sent by his Loving Wife and Children; Miss E. Allen, Mr. and Mrs. H. P. Allgood, Mr. and Mrs. J. E. Anderson, Mr. W. Anderson, Mr. and Mrs. J. W. Baldwin and Brian, Mr. and Mrs. D. G. Cavins, Mr. J. A. Craig, Mr. and Mrs. A. W. E. Davison, Mr. A. W. Eastman, Mrs. W. J. Edwards, Mr. P. T. and Miss Farrell, Mr. J. L. Goldenberg, Mr. and Mrs. W. Goldenberg, Mr. and Mrs. Luiz/B. Gomes, Miss L. Gomes, and Miss G. Colloco, Mr. and Mrs. F. O'D. Gourdin, Mr. and Mrs. A. Gutierrez, Mrs. A. Hopwar and Miss Hopwar, Mr. and Mrs. J. Hunt, Mr. and Mrs. A. W. Ingram, Mr. and Mrs. J. M. Jack, Mr. Lau Hon, Mr. and Mrs. A. N. Mackenzie, Mr. and Mrs. C. Mitchell and Doris, Mr. and Mrs. R. F. Mitchell, Mr. and Mrs. Milford, Mr. and Mrs. T. B. Mudie, Mr. and Mrs. Samuel Nelson, Mr. and Mrs. F. C. Neville, Mr. Normington, Mr. and Mrs. R. T. Pass and Mrs. Vessona.

Mr. and Mrs. Basil Raworth, Mr. and Mrs. F. X. Remedios, Mr. and Mrs. J. P. Robinson and Bonnie, Rev. and Mrs. W. Walton Rogers, E. A. da Roza and B. Xavier, Mr. and Mrs. L. H. Saint, Mr. P. Sands, Mr. and Mrs. J. A. Sann and family, Miss H. D. Sawyer, Mr. and Mrs. H. E. Scriven and Betty, Mr. and Mrs. A. F. da Silva, Mrs. A. W. Smith, Mrs. Spittles, Mr. and Mrs. F. W. Stapleton, Mr. and Mrs. W. J. Stokes.

Mr. L. P. Thomas, Mr. R. D. Thomas, Mr. E. Thompson, Mr. and Mrs. D. Tolan, Mr. and Mrs. Vickers, Mr. and Mrs. R. Wallace, Mr. and Mrs. J. Wattle, Mr. and Mrs. E. W. White, Mrs. Woolley and family, Mr. and Mrs. B. Wylie.

The General Electric Co. of China, Ltd. (Chinese Staff, General Electric), The Motor Dept. (Hong Kong Electric Co.), Members of the Kowloon Bowling Green Club, Institution of Engineers and Shipbuilders, of Hong Kong Directors and Members of the Y.M.C.A., Kowloon, St. Andrew's Church Vestry, Messrs. Bradley & Co., Ltd., The Staff, Wm. C. Jack and Co., Ltd., From his little friends from Diocesan Girls' School (Class 6), the

HIGHEST MARK.

SILVER WOLF PRESENTED TO COMMISSIONER.

LOCAL SCOUT MOVEMENT.

The Rev. C. T. Waldegrave, M.A., Commissioner of the Boy Scouts Association, Hong Kong branch, was presented with the Silver Wolf at Government House yesterday by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.).

All Scout troops in the Colony and a pack of Wolf Cubs were represented in the parade for the occasion, the formation being a semi-circle.

Mr. Waldegrave was introduced by the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., President of the Scouts Association. The authorisation, signed by the Chief Scout, Lt-General Sir Robert Baden Powell, was read by Dr. Kotewall, as follows:—

"This certificate is granted to the Rev. C. T. Waldegrave, M.A., Commissioner and Deputy Camp Chief for Hong Kong as evidence that I have awarded him the honorary Silver Wolf in recognition of his most excellent services on behalf of the Scout movement."

"Mark of Distinction."

His Excellency said:—Mr. Waldegrave, Upon the unanimous recommendation of the Members of Council of the Hong Kong Branch of the Boy Scouts Association, in whose opinion I heartily concurred, the Chief Scout, Sir Robert Baden Powell, has awarded you the order of the "Silver Wolf," which is the highest mark of distinction in his gift.

Your connection with Boy Scouts dates from December, 1908, when you became the Scoutmaster of the 3rd Sherborne (Dorset) Troop. Later you were Scoutmaster of the 5th Cambridge (Perse School) Troop and of the 102nd Midland (Birmingham Parish Church Troop). You were also representative of the Birmingham Central Scout "Division" on the Executive Committee of the Birmingham Scout Association. In 1915 you were co-founder with Baron F. van Pallandt of the Scout Officers' Trading Corps in the Internment Camp at Groningen, Holland. During 1917 and 1918 you ran the Sea Scout Patrol in connection with the Sea Scout Messengers at Lowestoft Naval Base. Since October, 1921, you have been Commissioner of Boy Scouts in Hong Kong.

You have rendered splendid service to the Association for almost twenty years and you have thoroughly earned the distinction now given you by the Chief Scout.

Dr. Kotewall's Speech.

Dr. Kotewall said that it had been his privilege to be associated with Mr. Waldegrave for a number of years and Mr. Waldegrave's sagacity, tact and devotion to duty had filled him with admiration. By his long and meritorious service in the Scout movement and by his services rendered to the Colony as Commissioner, he has earned the high honour which had been granted by the Chief Scout. The award of the Silver Wolf to Mr. Waldegrave had given the greatest pleasure to the Association and on its behalf he tendered hearty congratulations to him.

His Excellency ordered "hats on staves" and three cheers were given for the Commissioner.

Mr. Waldegrave's Reply.

Mr. Waldegrave, thanking His Excellency and Dr. Kotewall, said he felt that his greatest reward had been the immense pleasure he had found in the movement and the great friendships he had been able to form in various parts of the world. What had been accomplished had only been done by the hard work of the others in the movement. He had found that the case both in Hong Kong and in other parts of the world where Scouting was taken up.

JAPANESE EVENT.

EMPEROR'S ENTHRONEMENT CEREMONY.

TOKYO AND KYOTO.

The year one thousand nine hundred and twenty-eight is going to be a landmark in the history of the Japanese nation. It will be a year of the first importance because it will witness the Enthronement Ceremony at the ancient capital of His Imperial Majesty, the Emperor Hirohito.

Preparations for the significant event are now well under way. The officials who have charge of the innumerable details, great and small, have received their commissions, and both in Tokyo and Kyoto where the auspicious event is to be held, are occupied with the preliminaries, which are of almost endless variety.

Rice Fields.

Two carefully chosen rice fields, to the east and west of the old capital, have to be selected, the soil prepared with religious ceremonies, the seed planted, tended in its growth, and harvested and stored in specially built granaries, all with much ritual and ceremony, according to rites the origin of which is buried in the mists of antiquity.

These and other constructive undertakings will be carried out quietly during the next few months, including the building of the great banquet hall in the compound of the Imperial Palace at Kyoto, in which between two and three thousand persons will be seated for the principal congratulatory events following the Enthronement. When the banquet hall has served its purpose, it will be presented to the citizens of Kyoto, and will doubtless be used in future years for our national welfare.

Citizens' Privilege.

From the spectacular point of view, there will be a difference of interest to the public between the Enthronement ceremonies of 1915 and 1928. In the former year, the Emperor Taisho walked in procession from the Imperial Palace to the Nijo Palace, where the series of banquets and other entertainments were held. The distance between the two is short, but, nevertheless, the citizens were afforded an opportunity which this year performance must be denied them.

In 1915, the guests at the great banquet numbered only fifteen hundred, who were accommodated at the Nijo Palace without difficulty; this year the number is doubled, and special accommodation has to be provided. By confining the whole of the ceremonies to the Imperial Palace precincts, however, the public are debarred of the opportunity that was theirs in 1915, but some other means, we learn are already in contemplation to give the citizens their proud privilege of raising their banal during the progress of the August ceremonies.

Sixteen Days.

Some sixteen millions of yen have been voted by the Imperial Diet as the total cost of the Enthronement ceremonies, which last from start to finish some sixteen days. Throughout this period, the whole Empire of eighty millions of people will live in tense expectation, and great will be the rejoicing when the Imperial act is accomplished, the Emperor returns to his capital, and the "Captains and the Kings depart."

Everything else during the present year will sink almost into insignificance compared with what is to take place in Kyoto, for as the hour draws nigh everything will be subservient to the ceremony and will be governed by it.—Contributed.

DO YOU KNOW?

To-day's List of Little Posers.

From day to day in the "China Mail" appear half a dozen questions of a general nature, for which acknowledgment is due to the "Daily Sketch." Answers will be found on page 9 of this issue.

1. How much it cost to discover America?
2. What English woman is mentioned in the New Testament?
3. Where the first recorded baby show was held?
4. Who invented chewing gum?
5. How many different words are used by Shakespeare? and in the Old Testament?
6. What Rugby School boy is credited with the invention of Rugby football?

CHATER ESTATE.

(Continued From Page 1.)

appointment by name of a person who is within the class specified will be an effective exercise of the power. That class consists of persons holding the requisite qualifications at the time of the testator's death. I affirm my judgment in the Court below."

THE OTHER CASE.

Meaning of "Securities": Rate of Interest.

In the other case, Mr. W. E. L. Shenton was appellant. He was represented by Mr. C. G. Alabaster, K.C. The respondents were the Official Trustee of Bengal (represented by Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon), Mr. J. T. Bagram (represented by Mr. F. C. Jenkin) and Mr. E. Sadick. The first part of the appeal concerned the construction of clause 20 in Sir Paul's will, containing directions of his trustees for investment of moneys. The appellant sought a declaration that the trustees are empowered to invest in ordinary shares of certain incorporated companies. It was suggested that such power is found in either of two phrases in the clause, namely:—

"In or upon the stocks or funds or securities of any corporation municipal, local or otherwise,"

"In or upon the debentures, debenture stock, bonds, mortgages, preference shares, preference stock, ordinary stock of any company incorporated in the United Kingdom or elsewhere."

Securities and Investments.

"I can see nothing in the context in which the word 'securities' is placed in the clause which we are considering which requires that it should be read as synonymous with the word 'investments'; rather the reverse," said the Chief Justice.

His Lordship added that he was of the opinion that the expression "corporation, municipal, local and otherwise" is confined to corporations of a municipal administration or semi-public character.

Words Not Ambiguous.

"It is difficult to understand why, if the testator desired to give his trustees power to invest in ordinary shares he did not say so," His Lordship said. "He has expressly distinguished preference shares from preference stock, and in other cases he does not empower, in express terms, to take shares 'paid up or partly paid-up.'"

"In my opinion," His Lordship said, "the words used are not ambiguous and there is nothing in the language of the instrument or in the attendant circumstances to show that the term 'ordinary stock' is employed in other than its popular and common sense and, therefore, as a matter of law, the evidence tendered to show that it has another meaning is not admissible."

The Second Part.

The second part of the motion asked that the decision of Mr. Justice Wood on clause 6, in the summons, be reversed. This clause deals with the income to which certain "cestui quo" trust under the will are entitled, pending the appropriations intended for them.

"This matter has assumed an entirely new aspect," said His Lordship. "It has been noticed for the first time on appeal that the testator himself has provided in clause 7 of his will expressly for the disposition of all the net rents, profits and income arising from the estate until the sale calling in, and conversion thereof. The task there of applying any rule of law does not arise. There is no necessity for it to answer the question here raised in detail. It is enough to say that the matter is governed by clause 7 of the will and if, after the indication, the parties are unable to agree, they may then, if so advised, apply to the court for directions."

"On this point the appeal must be allowed accordingly. The costs of all parties here and below shall be paid as between solicitor and client from the estate."

Sir Peter Grain and Mr. Justice Wood both concurred in the judgment.

MR. HANCOCK'S CAR.

A collision occurred yesterday on the bridge above Chiwan Gap, on the Stanley-road, between public motor car No. 404, and private motor car No. 1900 owned by Mr. H. R. B. Hancock. The car, met head-on midway over the bridge at 12.50 p.m., yesterday, and both were badly damaged. A Chinese named Man Woo who was riding in the public car was cut about the forehead, whilst the others concerned in the accident escaped without injury.

EXTRADITION.

INTERESTING ARGUMENTS IN COURT.

CANTON REQUISITION.

The case was proceeded with before Mr. R. E. Lindsell at the Central Magistracy this morning in which the Canton authorities are seeking the extradition of a Chinese named Wong Him who is wanted for the alleged murder of another Chinese in Kwangtung province on December 11.

Mr. S. Fitzroy, acting Assistant Attorney-General, appeared for the Crown, whilst the fugitive was represented by Mr. Hin-shing Lo.

Mr. Lo at the outset submitted to the Magistrate that the production of the requisition for the surrender of the fugitive should be the basis of the proceedings.

Mr. Fitzroy said that he had the requisition with him, but he did not propose to produce it as he considered that His Excellency, the Governor's order for the issuing of the warrant for the apprehension of the fugitive should be the foundation of his Worship's jurisdiction.

Basis of Proceedings.

Mr. Lo said that the second point that he wished to raise at the beginning of the proceedings was that he was entitled to demand the production of the foreign warrant for the fugitive's arrest. This was the basis of such proceedings under the Home Act of 1870 on which the local Extradition Ordinance was largely based. He also quoted the authority of Biron and Chalmers on Extradition, and Sir Francis Pigott in support of his application.

Mr. Lindsell said that the Governor's order to the Court contained a statement that a requisition had been received, and that was sufficient ground for the case to be proceeded with.

Mr. Fitzroy concurred with his Worship and quoted at length Mr. Justice Wood's decision in the last extradition case when the same points were raised.

Executive Matter.

Mr. Lo argued further from the Home Act, and Mr. Fitzroy pointed out that there were many provisions in the Home Act which were not incorporated in the local Extradition Ordinance. Where provisions were made for the production of the documents asked for by Mr. Lo, such were contained in the various treaties between Great Britain and the various foreign countries. There were no such provisions in the Tientsin treaty by which the local Extradition Ordinance was bound.

His Worship decided this point against Mr. Lo, holding that a requisition was an executive matter with which the Court was not concerned.

Arguing on the matter of the production of the foreign warrant of arrest, Mr. Lo maintained that this was absolutely necessary in order to show that the case was genuine. He again made reference to the treaty with various foreign countries in support of his argument.

Mr. Lindsell was of the opinion that in this case also the foreign warrant was necessary where such was provided for in the treaty. There was no such provision in the Tientsin treaty.

Mr. Lo whilst agreeing that there was no such provision in the Tientsin treaty, argued that such was implied. He said that he could not put it any higher on that, and he would like his Worship to give a decision on that point.

Mr. Lo asked: "Why should we concern ourselves here with this case unless it is shown that there is a warrant for his apprehension in his own country?"

His Worship decided to reserve the second point for further consideration.

The case then proceeded with Five Eyes Bridge.

Mr. Fitzroy, in a short outline of the case said that the fugitive was charged with the murder on December 11 last, of a man named Leung Chi-woo near a place known as "Five Eyes Bridge." The deceased was standing on the top when the fugitive and others passed him as if going to cross the bridge. As they passed, the fugitive, who had a Mauser with him, fired two shots and the deceased fell dead. Then they all ran away.

The fugitive was identified by the deceased's son and other people who saw the deed done.

Replying to the Magistrate, Mr. Fitzroy said that the motive for murder was obscure and one which they would never know anything about. All he could say was that apparently the fugitive and the deceased belonged to different factions, and there was a lot of Communism in the district.

Evidence was then taken.

A true story may be very much more injurious to one's enemy than telling lies about him. Mr. Justice Swift.

AID OF CHARITIES.

ST. STEPHEN'S GIRLS' COLLEGE SUBMIT FINE PROGRAMME.

ENJOYABLE CONCERT.

Organised in aid of charities, an excellent concert programme of vocal and instrumental items was presented to a large and appreciative audience by the students of St. Stephen Girls' College, in the College Hall last night.

The students of the College, who contributed the major portion of the programme, were ably assisted by several friends, and the happy combination had the effect of making the concert a great success.

Judging by the large support accorded to the entertainment, the financial result must have been gratifying and the charities and institution it was intended to aid should benefit considerably by the girls' effort.

Amongst the friends of the College who contributed very acceptable items to the programme were Miss N. Acheson, Mrs. Watts, Mr. Li Chor-chi and Mr. Wong Wei. Miss Caroline Braga and Miss Choy O-chee contributed a well-rendered pianoforte duet, the piece offered being a difficult selection from Moszkowski.

Others who appeared in individual and collective numbers were the Misses Mary Braga, Daisy Woo, Elsie Wong and Bessie Chan. Items were also contributed by the girls from the kindergarten, the Fairlie School, the Boarders and the Upper School, all of which made up a very pleasing entertainment.

WIFE'S WINE BILL.

MERCHANTS' CLAIM FOR SUPPLIES.

COURT PROCEEDINGS.

A dispute between a wealthy man and his wife as to the payment of a wine and spirit bill came before Mr. Justice Talbot and a common jury in the King's Bench Division, when F. S. Stowell, Ltd., wine and spirit merchants, of the Mall, Ealing, sued Mr. F. N. Pickett, of Queen Anne's Gate, London, and Mrs. Clarice Ivy Pickett, of Mill Cottage, Wimbledon Common, for £120.

Mr. Blanco White, for the plaintiffs, said the dispute concerned goods supplied between October and December, 1926, to Mrs. Pickett, when she was living at Mill Cottage, Wimbledon Common. Domestic differences had arisen, apparently, and Mrs. Pickett went to live at Mill Cottage.

On October 21 an order signed by Mrs. Pickett was received for goods costing £46 18s. The next month the order was smaller, in December about £41 worth was delivered.

"Filled With Foreboding."

When the bill was sent to Mr. Pickett a reply was read stating: "My income is not what it was on account of industrial trouble. I am residing in a small flat, and I cannot afford to cut into my capital, and there must be that reasonable care a husband has a right to expect from his wife."

Mr. Pickett added that he proposed to pay his wife an allowance for clothes, £20 for living expenses, he would pay a chauffeur, £5 a week as salary of a lady companion, and rent her a small house or flat.

Mr. Pickett added in his letter "The wine bill for that Sunday fills me with the greatest forebodings as to the future."

Mr. Lionel A. Louch, plaintiff's accountant, said he was given to understand that plaintiff need not worry about payment of the bills, as there was plenty of money on both sides.

The hearing was adjourned.

MUSIC & MURDER.

GIRL TYPIST'S STORY OF BLACKMAIL.

BERLIN SCANDAL.

Berlin.—Erna Anthony, the young typist who is accused of murdering Frau Schuler, a charwoman, who had knowledge of her love affairs, persists in her story that Frau Schuler irritated her so much with her blackmailing that she did not know what she was doing and took up a knife near at hand and with it struck blindly at her tormentor. The police, however, do not believe this version, for medical examination of the body of the victim proves that she was attacked from behind and her throat cut almost to the vertebrae. Neither do they believe that Anthony found the knife unexpectedly, and are beginning to think she purchased it with the deliberate intention of killing Frau Schuler. Anthony's lover states that on her return home after the murder the girl was very excited, but nevertheless, in spite of the cuts on the back, she was able to walk to the piano.

BRITISH TRIUMPH.

EPIC NAVAL BATTLE FILM.

AT THE QUEEN'S.

The keenest interest has been aroused in Hong Kong by the famous British film, "The Battles of Coronel and Falkland Islands," and the crowded houses at all the showings at the Queen's Theatre yesterday gave sufficient testimony to the truth of the above statement. The film deals with both the battles fought in the neighbourhood of Falkland Islands, showing first the decisive victory of the Germans followed by the brave rallying victory of the British, when the redoubtable Admiral Sturdee is known to have sailed 7,000 miles to meet Admiral Von Spee.

Elaborate in every detail, the making of the film involved the appearance of 4,000 Naval ratings, as well as Lord Fisher, Mr. Winston Churchill, Admiral Cradock, and Admiral Sturdee, among other very prominent people.

The story is produced by W. Bruce Wolfe, assisted by J. O. C. Norton. It puts before the public exactly what happened. The technician might find some minor faults, but there are not many.

The Pathe Gazette, preceding the feature showed various branches of the fighting forces in action, under the title of "Our Britain."

Miss Aileen Woods sang "Land of Hope and Glory," the words being shown on the screen, and she was deservedly encored, the audience giving the lustily in the chorus. The music accompanying the picture was specially arranged by Mr. Grovini.

ANOTHER BRITISH FILM.

Following "The Battles of Coronel and Falkland Islands," another big British film will be screened at the Queen's Theatre on Tuesday and Wednesday. This is the boxing drama, "The Ring," described by the London papers as the greatest production ever made at Home. The leading player in "The Ring" is Carl Brisson, who plays the role of a boxer in a country fair whose destiny becomes strangely linked with that of the heavyweight champion. Carl Brisson is admirably suited to the role, for besides being a great stage favourite, he is a boxing champion of the Danish Navy. The supporting cast includes Lillian Hall-Davies, one of the most popular of the British film stars. The settings for the most part are on a big scale, the final fight in the Albert Hall being described as the best thing of its kind yet done. "The Ring" was written and directed by Alfred J. Hitchcock, who is considered to be one of the most brilliant of the younger British directors.

D. W. GRIFFITH FILM.

"The White Rose," which comes to the World Theatre to-day, as the chief attraction until Saturday, is possibly one of the most outstanding pictures directed by D. W. Griffith and may be classed with such famous productions as "The Birth of a Nation" and "Way Down East," which were also under his direction. The story of "The White Rose" deals with the lives of an orphan girl and a young divinity student who meet when the latter is making a walking tour to learn of the world and its ways. They fall in love, and their romance results in a denouement of compelling power and tender beauty. Among the noted players who take part in the picture are, Ivor Novello, the famous English actor, Mae Marsh, Carol Dempster and Neil Hamilton.

BROKEN DAM THRILL.

"Hell Bent for Heaven," the chief picture at the Star Theatre to-day to Saturday is a thrilling story of the Carolina mountains. Patsy Ruth Miller, the leading player, is seen as a young mountain girl, for love of whom, family feuds rage and a young religious fanatic engineers a roaring flood. The story is full of dramatic situations, at the same time presenting a fascinating character study of a man whose favour almost wrecks the lives of those with whom he lives. John Harron plays the part of a young dare-devil in love with the mountain girl frustrating the plans of the fanatic in the latter's jealous attempt at revenge. Gayne Whitman, Gardnol James and Wilfred North are included in the excellent cast.

"I tell you I won't have this room," protested the excited woman from the country to the page boy. "I am not going to pay good money for such a small room. You think that just because I'm from the country."

The boy interrupted—"Step in, it's the life."

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "The Battles of Coronel and Falkland Islands."

To-day—World Theatre; "The Wrong Mr. Wright."

To-day—Dance, Cheer 'O Y.M.C.A., at 7.30 p.m.

To-day—World Theatre; "The White Rose."

To-day—Star Theatre; "Hell Bent for Heaven."

May 4—Quarry Bay Dance, at 7.30 p.m.

May 6—Music, Cheer 'O Y.C.M.A., at 7.30 p.m.

Sports.

To-day—Finals of Badminton Tournament, Peak Club, 6 p.m.

May 5—H.K. Jockey Club fourth extra race meeting.

May 13—Eighth extra race meeting of the I.R.C., Macao.

Lammeris' Auction.

May 8—At Sales Room, Duddell-st., a valuable collection of postage stamps, 6.15 p.m.

May 9—At Sales Room, Duddell-st., household furniture, 2.30 p.m.

Land Sales.

May 7—Two lots of Crown land at Lai Chi Kok and Kowloon City, respectively, P.W.D. Offices, 3 p.m.

Meetings.

May 4—Extraordinary general meeting of the Kowloon Bowling Green Club, 6 p.m.

May 14—Annual meeting of the H.K. Auxiliary of the British & Foreign Bible Society, at Helena May Institute, 5.30 p.m.

May 17—Forty-seventh ordinary general meeting of shareholders of the Canton Insurance Office, Ltd., at Messrs. Jardine, Matheson's offices, noon.

May 25—Fifty-fifth annual meeting of Union Insurance Society of Canton, Ltd., Union-bldg., 11 a.m.

May 25—Fifty-ninth annual meeting of the China Fire Insurance Co., Ltd., Union-bldg., 11.15 a.m.

May 25—Sixty-second annual meeting of British Traders' Insurance Co., Ltd., Union-bldg., 11.20 a.m.

Miscellaneous.

To-day—Exhibition of pictures, pastel and water-colours, at Messrs. Komor & Komors, 9 a.m. to 5 p.m.

May 7—Pianoforte recital by Mr. Harry Ore's pupils in St. John's Cathedral Hall, 5.30 p.m.

November 13—Matriculation, Senior and Junior Local exams, at the Hong Kong University.

May 14—Opening of a new class for beginners in Chinese Language school, in Chamber of Commerce boardroom, 5.15-6.15 p.m.

"A MAN OF VISION."

SIR G. MACMUNN'S TRIBUTE TO AFGHAN KING.

"A MUSSOLINI!"

Tribute to King Amanullah was paid by Lieut.-General Sir George MacMunn in a paper on "India and Afghanistan," read at a meeting of the East India Association at Caxton Hall, Westminster.

"The young King is doing his level best to open up the country, and introduce as many Western ways as the psychology of his people will suit and require," he said.

Sir George described King Amanullah as "a man of vision, and even something of a Mussolini," a progressive autocrat.

The Earl of Ronaldshay, who presided, speaking of the relations between Britain and Afghanistan, said: "It is true that in the past, there have been times, may we hope never to return, when the Government of Afghanistan has shown signs of doubting the sincerity and purpose of the British and Indian Governments; times when they viewed with ill-concealed suspicion proposals submitted to them by the Government of India for bringing closer the relations between the two countries. Such suspicions surely can no longer linger in the mind of the present King of Afghanistan."

TO LET.

TO LET—On or before 1st July, 4-roomed flat in Treugener Mansions, May Road, Rent \$200. Prospective tenants willing to take over furniture have the preference. Apply Box No. 544, c/o "China Mail."

NOTICE.

HONG KONG CRICKET CLUB: TENNIS TOURNAMENT.

SEMI-FINAL OPEN CHAMPIONSHIP. DOUBLES. Green Tickets. Cancelled Match.

A REFUND of cost of tickets will be made by Messrs. Moutrie & Co. to holders who purchased from them.

Members & Subscribers of the Club who purchased from the Club.

COUNTS.

TO LET—On or before 1st July, 4-roomed flat in Treugener Mansions, May Road, Rent \$200. Prospective tenants willing to take over furniture have the preference. Apply Box No. 544, c/o "China Mail."

TO LET—On or before 1st July, 4-roomed flat in Treugener Mansions, May Road, Rent \$200. Prospective tenants willing to take over furniture have the preference. Apply Box No. 544, c/o "China Mail."

TO LET—On or before 1st July, 4-roomed flat in Treugener Mansions, May Road, Rent \$200. Prospective tenants willing to take over furniture have the preference. Apply Box No. 544, c/o "China Mail."

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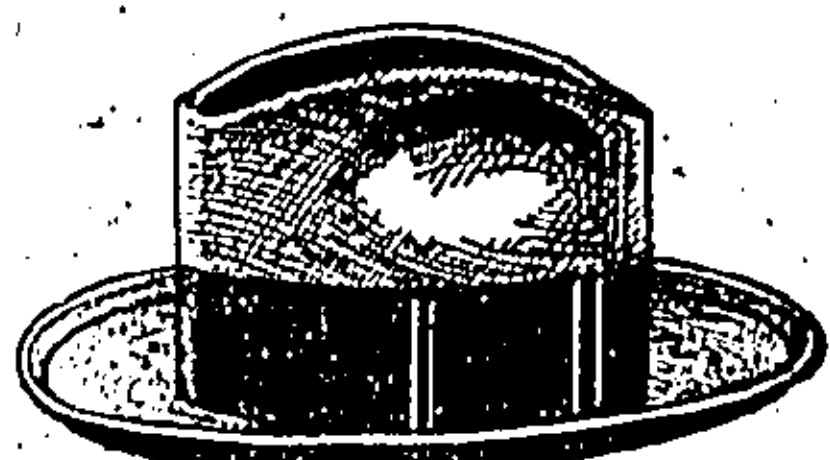
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PARROT

Tsang Yuk-fai, an accountant of the Fook Wah printing firm, was yesterday sentenced to three months' hard labour, by Major C. Willson, for the embezzlement of \$380 belonging to the firm.

The attention of cinema-goers is drawn to the special times for D. W. Griffith's production, "The White Rose," at the World Theatre, namely 2.30, 5.00, 7.15 and 9.30. The picture is an unusually long one and begins promptly at these times.

According to the vernacular press, the Commissioner for Foreign Affairs has requested the British Consul-General to instruct the Commander of the Shanghai Defence Force to withdraw the British troops stationed in Chinese territory.

The Legislative Council of the Straits Settlements has passed the second reading of the Immigration Bill, which restricts, in certain circumstances, the immigration of labour into the Colony by sea. It also provides for the removal of such immigrants.

The annual meeting of the Hong Kong Auxiliary of the British and Foreign Bible Society will be held on May 14 at 5.30 p.m. at the Helena May Institute. The speakers will be Dr. Cheng Cheng-yi, the moderator of the Church of Christ in China, who is returning from the conference at Jerusalem, and the Rev. H. O. T. Burkvall, of the British and Foreign Bible Society.



Miss Isabel MacDonald, attractive daughter of Ramsey MacDonald, former British Premier, who has followed her father's footsteps by having been elected a member of the London County Council. Her brother, Malcolm, has also been elected to the council. It is expected that if the children of the former Premier continue their political work they will eventually go into the House of Commons.

Prior to the aircraft-carrier "Hermes" going North, the "Hermes" Concert Party entertained the Royal Air Force and friends at the R.A.F. base at Kai Tak last night when an enjoyable evening was spent. "The Burmese Doll," a sketch, received much applause. Community singing was also very popular.

The Hon. Esmond Harmsworth, M.P., has joined the ranks of Conservatives who have handed in motions to reject the Women's Rule Bill on second reading. Mr. Harmsworth submit that the House of Commons should decline to pass "a Bill which makes a large extension of the franchise, placing women in a permanent majority in the electorate, and for which no mandate was given at the last election, until the Government have carried out their pledge to refer to a conference the whole subject of franchise and electoral reform." Other Conservatives who will move for rejection of the Bill include Brig-General Sir George Cockrell, Lieut-Col. Applin, Major Kinderley, Mr. Samuel Samuel, and Lieut-Col. Sir Frederick Hall.

Originally charged, together with a District Watchman, who had formerly been a policeman, a Chinese hawk whose side-line was the giving of information to the police, was yesterday afternoon sentenced by Mr. R. E. Lindell to six months' hard labour and 20 strokes of the birch for demanding a bribe from two Slovak refugees, who were accused of being Communists, and detained in the hawk's house for three days, with a view to obtaining ransom for their release. The hawk was further charged that he, with six others, not in custody, had robbed the refugees of all their property. The District Watchman, who was only concerned with the bribery charge, jumped his bail of \$500, which was estimated, and a

There will be held on Friday at 6 p.m. an extraordinary general meeting of the Kowloon Bowling Green Club.

During a motor-car race at Verona one car overturned, killing two Fascist militiamen and injuring several spectators.

It is stated that the Portuguese and Belgian delegates have arrived at an understanding as to the point of junction of the railway which is to connect Benguela and Katanga in Portuguese West Africa and the Belgian Congo.

It is reported from Mexico City that twenty bandits were killed and six Federal soldiers wounded during a battle which followed an attack on "Cubo," in the gold and silver mine district near Villapando. Rural police resisted the attack until troops arrived from a neighbouring garrison.

The wages agreements in the German chemical industry, which expired on March 31, have been extended until March 31, 1929, subject to certain agreed increases. For the majority of workers the increase is equal to about 1/4d. an hour, while to some it means an increase of 9 1/2 per cent.

The world-old belief that ghosts are white was denied by Mr. Malcolm Bird, of the American Society for Psychic Research, in a speech at Cincinnati. He said: "The actual colour of a ghost is reddish brown, about the same shade as liver, and not white, as has been supposed for generations."

Montreal.—The cotton manufacturers of Canada complained before the Tariff Board of the competition with British cottons, but the tariff on cotton has been reduced. It is interesting, therefore, to find from the trade report just made public in Ottawa that the importation of British cottons into Canada last year was substantially lower than the previous year. In the twelve months ending with January the imports of British cottons fell from \$3,076,329 to \$2,778,206. In quantities there was a reduction in dyed and printed fabrics, but an increase in yarns and bleached fabrics. The dyed fabrics fell off by more than 2,000,000 yards, while the printed fabrics decreased by 1,000,000 yards. The year's imports of the dyed fabrics were 20,622,818 yards and of the printed 3,742,965. Woolens showed a reduced importation from \$7,748,713 to \$7,394,650. The raw materials increased, while the finished products decreased.

Hereford.—A demented man, having previously divested himself of all his clothing, threw himself in front of the Hereford to London omnibus, and was killed instantly. The man, Arthur Morgan, a middle-aged roadman in the employ of Hereford Rural District Council, lived at King's Thorne, at the top of Callow Hill, a well-known climb on the main road. He had been strange in his habits for some time, and in the morning rushed out of his house, divested himself of his clothing, and ran down the hill. An alarm was given, and he was pursued by several persons, including his two brothers. Morgan dashed in front of a private motor-car, but the driver evaded him by inches. Shortly afterwards the London omnibus came round the bend of the road, and Morgan immediately got in its way, the omnibus passing over him. Meanwhile the Herefordshire constabulary had been advised, and police officers had gone out to intercept Morgan, only to find that they were too late to save the man's life.

Mr. Lloyd George, speaking recently at Penmaenmawr, Carnarvonshire, said that the Liberal revival had undoubtedly come. It tarried for some time, but it was here. They had tested practically every kind of elector, and the Government had been weighed in the balance and found wanting by every activity throughout the kingdom. The great need of the moment was not merely the repair and improvement of existing roads but a number of new highways direct from the fetid atmosphere of slumdom to "God's, open air."

Alongside the new roads should be built homes for the workers, who would go to their work in non-stop tube trains and tramway-cars, the provision of which would be assisted by the landed proprietors themselves, who, by reason of the fact that their land values would be enhanced, would be expected to make some compensation in return, as was done in Paris and in Belgium. That was not Utopia. It was part of the Liberal policy. The money for the roads would come from the Road Fund founded by the Liberals in 1909. The Conservative policy in the matter could be gathered from the fact that the Road Fund, which now reached \$24,000,000 annually, had been reduced of \$27,000,000 by Mr. Winston Churchill for extraneous

The body of the late Sir Mortimer Davis was taken from Cannes to Cherbourg, where it was taken on board the "Aquitania" for Canada. The burial took place at Montreal.

Sentence of six months' hard labour was yesterday passed by Major C. Willson, at the Central Magistracy, on a Chinese constable who was charged with desertion from the Police Force in 1923. He was found in the Colony two days ago and was arrested.

The American Consulate-General is interested in securing information regarding the whereabouts of Mr. J. S. Wild, who recently came to Shanghai from Peking, where he was in the U.S. Marine Corps. Information in this regard will be appreciated.

The Sung-Wu Bureau of Finance has issued a proclamation ordering the people of Nantao (near Shanghai) to pay the house and land tax, to which the merchants of the district are opposed, on the ground that it is far in excess of the amount of rent paid.

Despatches from Tezuitlan, Mexico, state that only one miner has been found alive of the thirty-seven who were entombed in the recent fire which broke out at the Aurora Mine. The sole survivor of the disaster was found several hundred feet below the surface, where he had been for sixteen days without food.



Mrs. Emily Smith Warner, elder daughter of Governor and Mrs. Smith, who will be an alternate delegate to the Democratic National Convention at Houston, Texas.

Prompt measures were taken by the Plymouth medical staff to deal with a suspected case of bubonic plague on board the Greek ship "Nicolas Pataras," which arrived from Rosario. The crew having been brought on shore and isolated, the ship was closed and filled with cyanide gas. Four guinea pigs were then placed in the hold, the object being that when they had been killed by the gas and the hold opened, they could be sent, with possibly infected fleas which had attacked them, for examination by the medical officers of health.

The Bishop of Colchester, the Rt. Rev. Thomas Alfred Chapman, was injured when his motor-car was involved in a collision outside the village of Margaretting, Essex. The accident occurred at Hylands, between Ingatstone and Chelmsford, where there is a sharp bend in the road. The bishop's motor-car collided with another and then struck a brick wall, both the bishop and his chauffeur being thrown out. Sir Henry Curtis Bennett, K.C., who was motoring back to London, was one of the first on the scene. After rendering first aid he informed the Chelmsford Hospital, where the Bishop was afterwards taken.

Montreal.—An interesting departure in fur farming is the establishment of a rabbit farm at Port Haney, 80 miles east of Vancouver, on the main line of the Canadian Pacific Railway. Stock placed on the farm comprises chinchillas, blue beaverons, French silvers, white Flemish, silver blacks, Himalayans, and black Dutch. This enterprise is only experimental at present, but it is hoped to arrive at reliable data which will be of assistance in establishing a new industry in British Columbia and of help to private breeders. Farming of fur animals is developing in this province, the largest venture being the establishment of a large muskrat farm on an area in Carleton Place. If the rabbit fur farm at Port Haney is a success, associated industries may be developed.

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EVANS' PASTILLES are a sure shield against all winter ills such as Sore Throat, Coughs and Colds. Their antiseptic vapours penetrate into the innermost cavities of the nose, throat and chest, killing all germs and quickly soothing the inflamed organs.

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Hospital and a relief by Chemists everywhere.

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**A WEEK'S PAPERS
IN ONE**

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

This week's issue of the "Overland China Mail" contains much of interest for residents who have gone on holiday and for others who have connections with Hong Kong and China generally.

Anxiety was caused by a rumour that British nationals had been instructed to leave the port of Chefoo. The official denial and explanations are in the "Overland."

The war in North China reached a stage at which the Japanese precautionary expedition co-operated, with Nationalist troops in maintaining order in the city of Tsinanfu, in Shantung province. The main Japanese force moved inland from the coast, ready to march the last 50 miles if necessary.

Considerable attention in Hong Kong was drawn to the debate in the Legislative Council as the result of a motion tabled by the Hon. Sir Henry Pollock in connection with children's playgrounds in Kowloon and public bathing facilities in the Colony.

The sensational murder of Mr. Lee Hysan, the wealthy Chinese merchant, is fully described.

Furthermore, there are reports of Chief Petty Officer Kelkey's trial at the Sessions, an account of the St. Stephen's College ceremony at Stanley, the appeal by the Rev. J. C. Knight Anstey for a new Sailors' and Soldiers' home, the local and sport news, and the week's China and Japan cables.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

Mail via Siberia closes 5 p.m. on Friday.
and via Suez at 2.30 p.m. on Tuesday.

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"THE OVERLAND CHINA MAIL."

Sport Columns

HOME SOCCER.

Huddersfield Lose To Villa.

LEAGUE RESULTS.

London, Yesterday.
Division I.
Arsenal 1, Wednesday 1.
Villa 3, Huddersfield 0.
Division III (S.).
Plymouth 4, Luton 0.
Swindon 2, Torquay 2.
Watford 5, Gillingham 3.
—Reuter.

THE "RUNABOUT."

OF THE FOOTBALL FIELD.

INSIDE FORWARD.

[By Len Thomson.]
If you ask a footballer which is the most difficult position on a football field, it is great odds on that he will say "those of centre-half and inside forward." With that I shall agree. Because I am an inside forward, I shall deal with that position in this article, after I have said just a few words about the centre-half.

Though the inside men have to work hard, it is easy compared to what the centre-half must do. The prime reason for this position being so difficult lies in the fact that no matter where the ball is, the centre-half must be close at hand. He must always act as a cover to the man with the ball.

Should a player in the team be at all weak, it is the centre-half's job to assist him. One might qualify that by saying that if it is a winger or the goalkeeper who is weak, then the centre-half is not so much concerned. If the weak man is a winger, the inside man has to bear the brunt. If it is a goalkeeper who is weak, then no player can adequately assist.

On the other hand, if it is an inside forward, full back, wing-half or even the centre-forward, you can be sure that double work will be thrown on the pivot of the side. The very fact that a centre-half is referred to as a pivot, should be proof of his importance. The actual meaning of the word is "the centre of things and the main cog on which a machine works." This is very true of a centre-half in football; no good team ever carries a poor centre-half back. So much for him.

The Reason.

Now why is the inside forward position so difficult? Primarily, because it is here that most of the "fetching and carrying" of football is done. It is perfectly true that the inside forwards must go back and assist the half-backs. In fact, if you want to go further, you can say that it is the inside forwards' job to stop one another from attacking. It would go hard, and does go hard with some half-backs, if the inside forwards said: "It is our job to attack, let the defence do its own work."

Had the wing-halves to come up the field to tackle the inside man with the ball, there would be a lot of trouble. It would be the easiest thing in the world for the ball to be slipped to the winger. That would compel the full-back to go down to the wing to tackle the winger and the middle of the field is more or less left open. But, if the inside forward is tackled by the player from the same position on the other side, then the wing half can be ready for intercepting.

This is but one example of the two-fold job of playing inside. Now it would not be long before the attack failed, if both inside men were constantly in defence. They have to do both. It does not need any of my words to tell you that this means a good deal of running up and down the field. I say without fear of contradiction that the two inside forwards do more running about than any other players in a football side.

Attacking Force.
According to some, a winger has the easiest task on a football field; there is only one word to answer that adequately—"bosh." There are no easy tasks and a winger, like the centre-forward, is in the awkward position of being reliant upon the support he gets before he can succeed.

Most of that support comes from the inside forwards. It is the job of the men who play between the centre-forward and the winger to see that both get their support. So they are mainly responsible, as well as stopping their opposing inside forwards, for most of the attacking movements.

I am not forgetting all about the half-backs in starting attacks. They are very important units in this side of the game, but I consider that they usually have much more time for placing the ball to advantage, and, if they have not time, then they can play safe. It is almost impossible for the inside

2,000 GUINEAS.

FLAMINGO WINS CLASSIC EVENT.

17 IN RACE.

The Two Thousand Guineas resulted as follows:
Flamingo (5-1) 1
Royal Minstrel (7-2) 2
O'Curry (33-1) 3
17 ran. Won by a head; one and a half lengths between second and third.—Reuter.

POLO.

INDIAN PLAYERS FOR AUSTRALIA.

TO PLAY AT SYDNEY.

New Delhi.—Responding to the hospitable invitation of the New South Wales Polo Association, the Indian Polo Association has arranged for the following officers of the Army in India to proceed to Australia to compete in the Sydney Tournament:—Capt. C. P. J. Prioleau (handicap 5), Lt. P. W. Dollar (handicap 6), Lt. C. F. Keghtley (handicap 5), Lieut. G. E. Prior Palmer (handicap 6) and Captain R. H. Wordsworth (handicap 6), who is already spending furlough in Australia.

Colonel T. P. Melville, Deputy Military Secretary of Army Headquarters, accompanies the team and is in general charge.

As the laws of the Commonwealth do not permit the importation of ponies, the team will avail themselves of the offer of ponies to be lent in Australia.

All the officers are proceeding on short leave from India, bearing their own expenses. The team are promising young players who are expected not only to give a good account of themselves, but to gain much valuable experience by accepting the invitation of the New South Wales Polo Association.

The team embarks at Colombo on May 12, as the tournament takes place at Sydney in June.

forward to play safe. He has the ball and he must do something with it. A hefty kick is not possible—no, not once in a hundred occasions. He is often, too often, harassed by opposing players to have much time to deliberate.

Yet, he has to do something with the ball. He has to decide where he shall pass; down the middle, back to the half or out to the wing. I have had the ball sometimes when opponents have been crowding round me. To do the best with the ball has meant that I had to look in three different directions before parting. Sometimes, I have done the right thing, often I have done the wrong one.

"Why don't you put it down the middle for Jack Fowler?" or "What was the use of passing to Fowler, he was covered?" are some of the remarks I have had shouted to me.

What the critic has not seen, is that I should have lost the ball had I waited; I have done the best possible with it. I have tried to get it out of the rack of players. If I had dribbled and lost the ball, or tried to get it out to another position, I should have been equally in trouble.

Goal-Scoring.

Then there is the goal-scoring side of the question. Often one reads about inside forwards who do not score goals. We are expected to do everything!

I see there is some complaint about Dean getting all the Everton goals and the inside men not doing so. It is said that disaster might come to Everton if Dean falls. But Dean does not fall, he keeps on getting them. I dare say that if you were to ask Dean why he gets so many goals, that good sportsman would tell you it is because his inside men play to give him the best positions. They know how great are his capabilities and they play up to him.

You cannot have it all ways, and Dean is finishing off and scoring a lot of goals. If the inside men start getting them, it is certain that Dean will not get so many. I have not played against Everton, and this is mainly theoretical; those who have seen Everton often will know whether I am guessing right.

As an inside forward I know that it is a position of hard work, but it has its compensation in the fact that one is never idle, and there is sufficient variation to keep one going and interested. I would not change for anything.

VOLLEY BALL.

The Yaumati Government School lost to the Diocesan Boys' School on the Government School Ground yesterday by 21-18 and 21-13.

London beat Paris at table

COLLEGE SPORTS.

WAH YAN STUDENTS HOLD SUCCESSFUL MEETING.

FULL RESULTS.

As already mentioned in yesterday's "China Mail," the third annual athletic sports meeting of the Wah Yan College was held on the Hong Kong Football Club ground at Happy Valley yesterday afternoon. Tea was served in the Club-house of the Craigengower Cricket Club, placed at the disposal of the school's sports committee.

Competition was keen in every event, and a fine afternoon's sport was enjoyed by the large gathering of spectators. The tug-of-war produced a fine struggle, and a striking feature of this event was the fine physique of the pullers who were trained by Mr. Mauricio, the College's capable physical instructor.

The Championship of the School was won by Fung Kwok-wa, a senior competitor who carried off the Championship Shield and a number of Challenge Cups, one of which he won outright. For the second time in succession, Queen's College won the inter-school relay race.

Day's Holiday.

At the conclusion Mrs. G. P. de Martin distributed the prizes to the successful competitors. She was presented with a beautiful bouquet of flowers and accorded three hearty cheers. An extra cheer for Mrs. de Martin was raised by the students on the announcement of a whole day's holiday for to-day.

Results.

The following were the results of the various events:—

100 Yards Senior Championship:—1, Enrique Chan; 2, Fung Kwok-wa; Junior: 1, Lee Fai-mou; 2, Cheung Hon-ming.

Throwing the Cricket Ball (open): 1, Ng Chan-bong; 2, Law Pin-hung.

220 Yards Senior Championship (Challenge Cup presented by Mr. Ko Leong-ho):—1, Fung Kwok-wa; 2, Leung Kam-kwong; Junior: 1, Lee Fai-mou; 2, Lo Yuk-chuen.

Kicking the Football (open):—1, Wer Chun-hoi; 2, Leung Kam-kwong.

Sack Race (Open):—1, Kwok Fung-shing; 2, Fung Kwok-wa. Long Jump, Senior Championship:—1, Enrique Chan; 2, Chan Kam-wai. Junior: 1, Cheung Hon-ming; 2, Chan Kwok-koon.

Quarter Mile Senior Championship:—1, Fung Kwok-wa; 2, Tam Sik-poon. Junior: 1, Lee Fai-mou; 2, Lo Yuk-chuen.

Three-Legged Race (Open):—1, Lam Kwok-kee and Lau Ping-hung; 2, Cheung Hon-ming and Kwok Fung-shing.

Putting the Shot:—1, Kwok Fung-shing; 2, Enrique Chan. Half Mile Open Championship (Challenge Cup presented by Past Pupils):—1, Fung Kwok-wa; 2, Tam Sik-poon.

Bicycle Race (Open):—1, Luk Man-sum; 2, Enrique Chan. Invitation Relay Race, Inter-School:—Won by Queen's College, the 1927 winners.

Low Hurdles, Senior Championship:—1, Leung Kam-kwong; 2, Fung Kwok-wa. Junior: 1, Lau Yuk-chuen; 2, Fung Kwok-wa.

High Jump, Senior Championship:—1, Chan Kam Wai; 2, Fung Kwok-wa. Junior: 1, Lo Yuk-chuen; 2, Lee Fai-mou.

Relay Race, Inter-Class:—Won by 2C.

Old Boys' Union Race:—1, Chan Hon-chu; 2, Ng Tai-ping.

Teachers' Race, Handicap:—1, Miss White; 2, Mr. A. J. Mauricio; 3, Mr. A. Youngs.

One Mile Open Championship (Challenge Cup presented by Wing Nam):—1, Fung Kwok-wa; 2, Tam Sik-poon.

Pole Vault (Open):—1, San Kwok-cho; 2, Tak Sik-poon.

400 Yards Race (Open to S.C.A.A. only):—1, Yik Pak-wak; 2, Tan Yan-seung.

440 Yards Race (Open to H.K.F.C. only):—1, Mr. Clark; 2, Mr. Beveridge.

Thread and Needle Race:—1, Mr. Youngs and partner; Mr. Chow Ching-lam and partner.

Tug of War, Inter-Class:—Won by 2C.

Obstacle Race:—1, E. Chan; 2, Fung Kwok-wa.

Consolation Race:—1, Wong Lum-chim; 2, Pang Kin-pu.

HOME GOLF.

PROSPECTS OF NEW SEASON.

FEW AMERICANS EXPECTED.

An exceptionally wet summer has been followed by an even worse winter and the professional golfer is looking forward to a much happier time. I do not remember conditions having been so bad as during the past few months, and, to be frank, most of us have had a very lean time, writes James Ockenden. There have been days, weeks I may almost say, when we have been driven to idleness. Those whose taking have sufficed to cover their expenses have been fortunately placed. But the professional is ever an optimist.

It would seem as if a reaction had set in so far as competitive golf is concerned. Three of the chief tournaments have been abandoned and this means that £3,000 will go out of the pockets of the professionals. But the position, from a financial point of view at least, is scarcely what it seems. I have sometimes thought that in recent years there have been too many competitions, and in the instance of the majority of players, I fear that any money they may have won has been eaten up in expenses. To go the round of all the tournaments has meant an outlay of at least £100 and one substantial prize at least had to be won if one was not to be out of pocket.

But if the conditions are favourable, I believe it will be a good and interesting season, both from an amateur and professional point of view. Possibly we shall not have to contend with the usual keen competition of the Americans, as I understand that a few of them will come over for either championship.

When the Ryder Cup was provided, it was intended that it should be competed for each year, but the conditions have had to be altered. The difficulty of playing a match with the Americans is a financial one. Neither we nor Hagen and his colleagues have any fund to draw upon to pay the expenses of the team.

Public Subscription.

When the British side went to America last year a substantial sum was raised by public subscription, but it is felt that to make the same appeal, even every second year, would be asking too much. American professionals were in exactly the same position as ourselves, and when the teams met last summer the matter was considered and it was agreed that the match should be played every other year. This means that a British team will go to America every four years. As a matter of fact, St. Andrews had to contend with the same financial difficulty and they solved it in the way we have adopted. The Americans visit will, therefore, be postponed until next year.

But the rivalry between Britain and America will be maintained on the amateur side, for it is the turn of St. Andrews to send a team to play for the Walker Cup. Our amateurs have not yet succeeded in winning the trophy though they were very near it two years ago. I imagine that there will be an opportunity for some new players to get into the team this season, and though the task of meeting the Americans under their own conditions is a very severe one, it has to be remembered that some of their stars are beginning to decline and there is the possibility that the new men may not be as good as the old.

If we are relieved of American competition it may be a good thing for British golf. It will give an opportunity to regain confidence. That this to some extent has been lacking is not very surprising when we regard the fact that only once since 1920 has a British player held the British title. It is a most unfortunate record and it is not easily accounted for.

I have sometimes thought that the American golfer plays better in England than in his own country. As a matter of fact Americans themselves have suggested this. They have told me that the climate with its sharp cool air suits them; they feel invigorated by it. On the other hand many British players in America have been beaten by the severe heat they have experienced.

Earlier Championships.

The championship this year is to be played earlier than ever before so far as I remember, and I think the arrangement is an excellent one. In recent championships the weather conditions have been almost too favourable, but in the second week of May we should get some stiff winds at Sandwich, and if this happens we are sure to see the scoring go up in a marked manner.

Two years ago the American amateurs spent a day at Sand-

DO YOU KNOW?

Answers to To-day's Questions.

1. Costs incurred by Columbus in discovering America amounted to about £250.

2. Claudia, wife of Pudens, mentioned in Paul's Epistle to Timothy, was an Englishwoman.

3. First recorded baby show was held at Springfield, Ohio, U.S.A., in 1854.

4. Chewing gum was invented in 1870 by the photographer Thomas Adams.

5. About 15,000 different words are used by Shakespeare, fewer than 6,000 in the Old Testament.

6. William Webb Ellis, of Rugby School, was the first to carry the ball, thus founding the Rugby game, in 1823.

they declared that they had never experienced anything like the conditions which then prevailed. Even Bobbie Jones took 88 for one round and he could not understand it. It was very significant that the prize was won by a British player. I would like to see the American professionals play under similar conditions. I do not say that they cannot control the ball in a stiff wind, but I would like to see them do it.

The Royal St. George's links provide a very thorough test and despite the fact that it is a cruel spot on a windy day it has a peacefulness and charm entirely its own. There are no crowds there, no spectators who make the place a picnic ground as in Scotland and scamper over the fairways so that one has not a fair chance to play the shots.

It is the turn of the amateurs to go to Scotland and to Prestwick, the worst place of all so far as the galleries are concerned. I shall never forget our last experience there when on the last day twenty thousand people were on the course. These spectators may be expected again during the amateur championship, especially if a Scottish player is fighting for the prize, and how they are to be controlled, I do not know. If it is possible the only solution would seem to be to make a charge for admission to the course. Scottish folk will not like that, but it is the only way out of the difficulty.

So far as can be seen, the competitive season will be over much earlier than usual. This, I think, is in the interests both of the clubs and the professionals. It will make club golf more important and this should be a benefit to the professional. Moreover, he will be at home during the busiest part of the season and he will be able to look after his own affairs instead of entrusting them to an assistant. Personally, I am not at all sorry that the number of competitions has been cut down.

TENNIS.

ST. STEPHEN'S COLLEGE LOSE TO D.B.S.

On the Diocesan Boys' School Ground yesterday St. Stephen's College, in a hard fought game, were defeated by 55 games to 44.

Scores.
Lee Hua-kai and Yau Siu-chiu (St. Stephen's) v. Lee Jau-pit and Wong Cheong-kee (D.B.S.) 4-7
v. Ma Chiu-chong and Pong-fong-fong (D.B.S.) 8-3
v. F. Shirazee and D. J. N. Anderson (D.B.S.) 7-4
Lee Hua-ngak and Lo Kwang-ling (St. Stephen's) 4-7
v. Ma Chiu-chong and Pong-fong-fong (D.B.S.) 8-3
v. F. Shirazee and D. J. N. Anderson (D.B.S.) 7-4
Ko Peek-bot and Chan Fong-mong (St. Stephen's) v. Lee Jau-pit and Wong Cheong-kee (D.B.S.) 1-10
v. Ma Chiu-chong and Pong-fong-fong (D.B.S.) 3-8
v. F. Shirazee and D. J. N. Anderson 2-9
Total 55

AT WIMBLEDON.

NORMAN BROOKES TO PARTNER DUKE OF YORK.

According to a cable from Sydney, Norman E. Brookes, the ex-champion lawn tennis player, will partner the Duke of York in the men's doubles championship at Wimbledon in June.

Brookes has one of the finest records in lawn tennis of all players. On his first visit to England in 1905 he was the runner-up in the all-comers singles at Wimbledon, and he won the title in 1907 and 1914. He is 49, but still retains his skill in the doubles



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Documentary 4 months' sight 2/1 1/2
On Paris—
On demand 126 1/2
Credits, 4 months' sight 138 1/2
On Berlin—
On demand
On New York—
On demand 49 1/2
Credits, 60 days' sight 51 1/4
On Bombay—
Wire 135 3/4
On demand 135 3/4
On Calcutta—
Wire 135 3/4
On demand 135 3/4
On Singapore—
On demand 88
On Manila—
On demand 99 1/4
On Shanghai—
On demand 77 13/16
30 days' sight (private paper)
On Yokohama—
On demand 104 1/4
Gold Leaf, 100 fine (per tael)
Sovereigns (Bank's buying rate) 9.50
Silver (per oz.) 26 1/4
Bar Silver in Hong Kong 2% Prem.
Chinese Copper Cash nom.
Chinese Copper Cents 6% prem
Rate of Native Interest 7% p.a.
Chinese Sub. Coin 31 1/4% dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London, Yesterday.
Paris 124
New York 4/8 15/16
Brussels 34/95
Geneva 25/32
Amsterdam 12/10 1/2
Milan 92/55
Berlin 20/40
Stockholm 18/18
Copenhagen 18/20
Oslo 18/22
Vienna 34/75
Prague 164 1/4
Helsingfors 193 1/4
Madrid 29/37 1/2
Lisbon 2 3/32
Athens 374
Bucharest 780
Rio 5 29/32
Buenos Aires 47 13/16
Bombay 1/5 81/82
Shanghai 2/0 11/16
Hong Kong 2/0 11/16
Yokohama 1/11 9/32
Silver Spot 26 1/4
Silver Forward 26 1/4
—British Wireless Service

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange
E.T. on London	2/ 3/4
E.T. on Shanghai	78
Bank.	
Hongkong Bank	1302 1/4 n
Chartered Bank	231 n
Mercantile A. & B.	233 1/4 n
do. C.	214 1/4 n
P. & O. Bank	22 1/2 n
Bank of East Asia	375 n
Insurance.	
Canton Insurance	5680 n
Union Insurance	3339 b 34 1/2 s
North China Insurance	1140 n
Yangtze Insurance	3,647 b
China Underwriters	82 1/2 b
China Fire Insurance	82 1/2 n
H.K. Fire Insurance	8700 b
Shipping.	
Douglas	540 1/4 s
H.K. Steamboats	328 1/4 b 28 3/4 s
H.K. Tugs & Lighters	32 1/4 b
Indo-China (Prof.)	37 b
do. (Def.)	378 b
Shell Transport	598/9 n
Water-works	820 1/4 n
Mining.	
Benguet	82 1/4 n
Kailan Mining Ad.	37 1/2 n
Langkots (Combined)	17 1/4 n
do. (Single)	79 1/4 n
Shanghai Explorations	72.85 n
Shanghai Loans	73 n
Ranch	34 n
Trench Mines	17/6 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	137 s
H.K. & W. Docks	343 b
China Providents	36 s
Hongkong	1159 b
New Engineering	74 1/2 b
Shanghai Docks	7109 b
Cotton Mills.	
Ewo Cottons	78 1/2 b 8.40 s
Oriental Cottons	72 b
Shai Cottons (Old)	755 s
do. (New)	725 s
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	88 1/4 s
Hongkong Lands	368 1/2 s
Shanghai Lands	7140 b
Humphreys Estates	14 1/4 n
Hongkong Realities	88 1/4 b 8 1/4 s
H.K. Territories	77 1/2 n
Prince's Buildings.	
Public Utilities.	
H.K. Tramways	225.20 n
Peak Trams (old)	113 1/2 b 14 s
do. (new)	88 1/2 n
Star Ferries	364 1/2 s
China Lights	111.65 n x r
do. (old)	111 1/2 n x r
do. (new)	111 1/2 n x r
H.K. Electric	370 1/4 s
Macao Electric	328 1/2 b
H.K. Telephone	3470 b
China Buses	77 1/2 n
Singapore Tractors	9/ 7 b & s
Industrial.	
China Sugars	55.35 n
Macao Sugars	324 n
Canton Tees	34 n
Cenats (comb.)	31 1/4 n
do. (old)	30 n
do. (new)	31 s
H.K. Ropes (old)	37 1/4 b 7 1/4 s
do. (new)	38 n
United Asbestos	310 n
Stores, &c	

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HIDDEN VALUES.

REPORTED IN BUYING CARS.

DEALER'S STATEMENT.

"People are buying cars on more than appearance in spite of the importance now placed on style and beauty," says the manager of the Hong Kong Hotel Garage, local Studebaker-Erskine dealer. "The majority of the motorists in the market for new cars this year have already owned one or more cars. As a result, they are paying more attention than ever before to quality and what might be called the hidden values in a car.
"By hidden values I mean features of design, construction and materials that are not readily apparent when one car is compared with another. Put two cars in the same price class side by side. Unless the buyer is an engineer and can make comparative tests, he cannot tell from looking at the cars, or even by riding a short distance in them, which contains more value for the money.
"Consider springs for instance. Studebaker uses Chrome Vanadium steel for the springs in all Studebaker and Erskine models. It looks just like any other spring steel, but it costs Studebaker approximately twenty-five per cent. more per car to use Chrome Vanadium than the cheaper alloy found in some other cars. That is just one item of hidden value.
Precision Manufacture.
"The same is true of dozens of other parts of the motor and chassis. Studebaker uses more high grade alloy steel in its cars than any other manufacturer with possibly one exception. But the average motorist does not realise this in a visual comparison of the car he is considering. It is only after he has driven the Studebaker thousands of miles that he realises the enduring quality of everything used in its construction.
"Precision manufacture is another factor of hidden value. More than seven hundred inspectors make 19,000 inspections to uphold Studebaker standards of manufacture. The annual cost of these inspections is more than £160,000. The factory could reduce the number or exactitude of these inspections, cut production cost and increase its profit per car,—but that is not Studebaker policy. No other manufacturer in the industry sets higher inspection standards than Studebaker.
"The investment of over £400,000 in proving ground and research facilities means major value in Studebaker and Erskine cars. Experimental cars operated by the research engineering and proving ground staff piled up a total of 1,575,000 miles last year in the search for facts and performance by which to improve the product. Much of the expense could have been saved but it would have meant less value in Studebaker and Erskine cars.
"Hidden values are no longer intangible features in a motor car, and motor-wise buyers are beginning to realise it. That is one of the reasons, in my opinion, for the new sales record set by Studebaker cars in World markets."

SPEED THRILLS.

TWO WOMEN HURT IN MELBOURNE CRASHES.

Melbourne. — A sensation was caused in the second heat of the Motor Cycle Solo Handicap at the Melbourne 'Drome' when Les Gough, who was the Victorian runner-up in the world's Motor Cycle Derby last year, was tossed in the air and somersaulted, owing to his machine seizing. Sparks flew in all directions, and Gough's machine was badly damaged.
Gough had a miraculous escape, as he crashed while doing 80 miles an hour.
A further thrill was provided in the third heat of the solo handicap, when Vic. Outen skidded and shot up the track at 70 miles an hour.
He knocked two women spectators, who collapsed.
Mrs. Frank Smith, 174 George-street, Fitzroy, was knocked on the hip, while her husband narrowly escaped. Miss Rene Lawrence, of Northcote, was treated for shock.
Leon Vanderstuyft (Belgium), defeated Lamb (Vic.) by 20 yards in the second heat of the Australian Motor-paced Championship,

CHANCE REMARK.

FORETOLD W. CHRYSLER'S FUTURE.

A 1905 MODEL.

Many years ago Walter P. Chrysler, now president and chairman of the board of directors of the Chrysler Corporation, was working for the Chicago Great Western Railroad in Oelwein, Iowa. One of the prominent citizens of the community who was always buying the most improved and fastest automobiles available, had a Locomobile he wanted to sell. It was a 1905 model, seven-passenger, painted cream colour and finished in red leather. Mr. Chrysler wanted to own the car but he felt reluctant to part with so much of his money to buy it.
Finally the car was offered to Mr. Chrysler for \$1,000, a lot of money to Mr. Chrysler, in fact, most of his capital. But Mr. Chrysler wanted to own a car and so he went to the bank, drew out \$1,000 and came into possession of his first automobile.
Old friends of Mr. Chrysler now living in Oelwein to-day tell the story of how Mr. Chrysler took apart that red and cream coloured giant regularly from the day he bought it until he left the town to go to Pittsburgh to become associated with the American Locomotive Company.

In Overalls.

J. C. Jepson, of the Minnesota Mutual Life Insurance Company, now living in Oelwein, tells how, years ago, he found Mr. Chrysler in overalls underneath the car. Mr. Joseph remarked to Mr. Chrysler that he seemed to be spending considerable time on the car. Mr. Chrysler replied:
"Jep, here is something which has come to stay. I am convinced that the automobile will revolutionise transportation in this country. And some day I am going to get into the business of manufacturing automobiles."
Mr. Jepson says to-day that he often thinks of that chance remark of Mr. Chrysler's of years ago. He says that little did he realise what Mr. Chrysler had said and it is probable that Mr. Chrysler himself didn't appreciate the full truth of his remark.
When Mr. Chrysler went to Pittsburgh to go into the business of building locomotives he took his automobile with him. From that business he went into the business of manufacturing automobiles, and after a series of notable demonstrations in that field, finally organised his own company, the Chrysler Corporation of to-day.

This is the same company which four years ago was given 27th place by the National Automobile Chamber of Commerce and to-day has earned third position among members of the Chamber, ranked according to sales volume.

44 MILLION.

VACATION TOURS IN 1928.

More than 44,000,000 people, over a third of the United States, will take vacation motor tours during 1928 and will spend the staggering sum of \$3,500,000 reports the touring bureau of the California State Automobile Association.

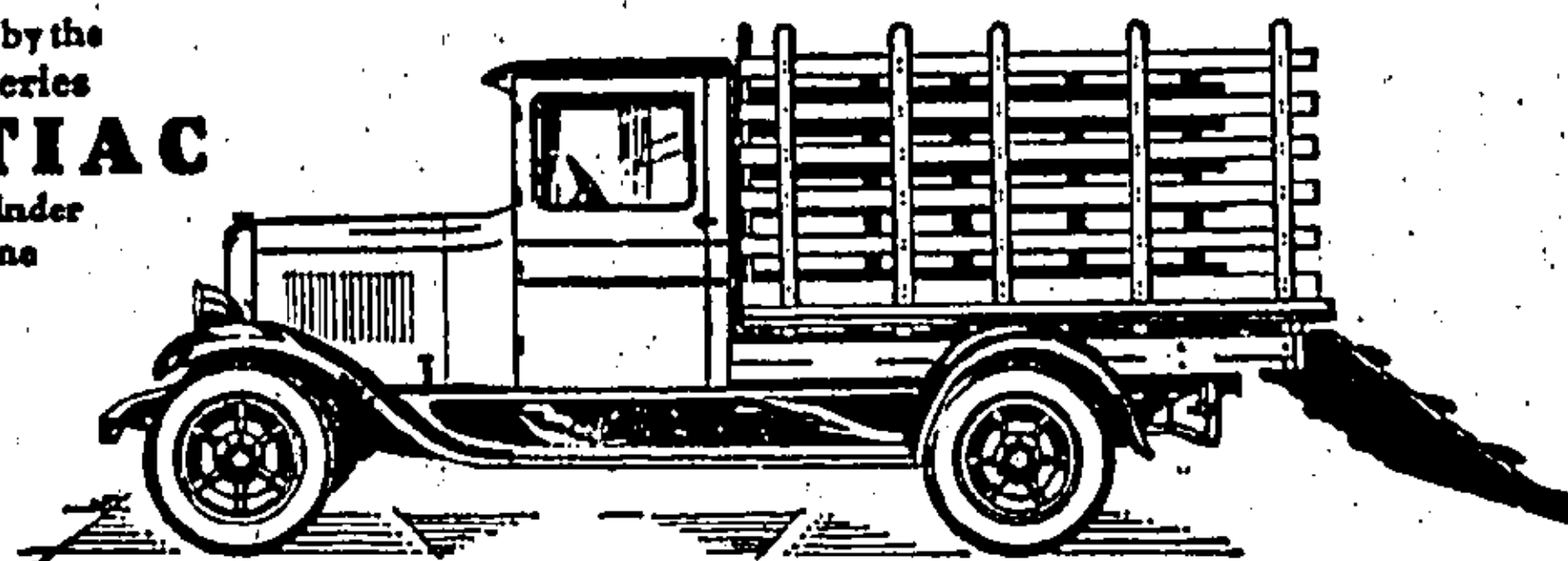
An unprecedented share of this vast motoring migration is expected to cross the State boundaries into California's motoring paradise, according to preliminary estimates of travel trends furnished the State association by the American Automobile Association, with which it is affiliated.
The estimates of the Nation's total to and fro in motor cars is furnished by the touring bureau of the Nation-wide motorists' organization on the basis of reports from 958 affiliated clubs, which blanket the nation. The estimate is based on detailed study of figures for the past year, allowing for a 10 per cent. increase in 1928, the normal growth of the gigantic trek of the American people yearly in their motor touring.

Approximately 40,000,000 people took to the highways and the by-ways in motor cars for their vacations last year, said George S. Grant, manager of the touring bureau of the State Automobile Association, and a record percentage made California the goal on the open road. An even larger percentage should be welcomed to our scenic high-

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Two Ton (solid three
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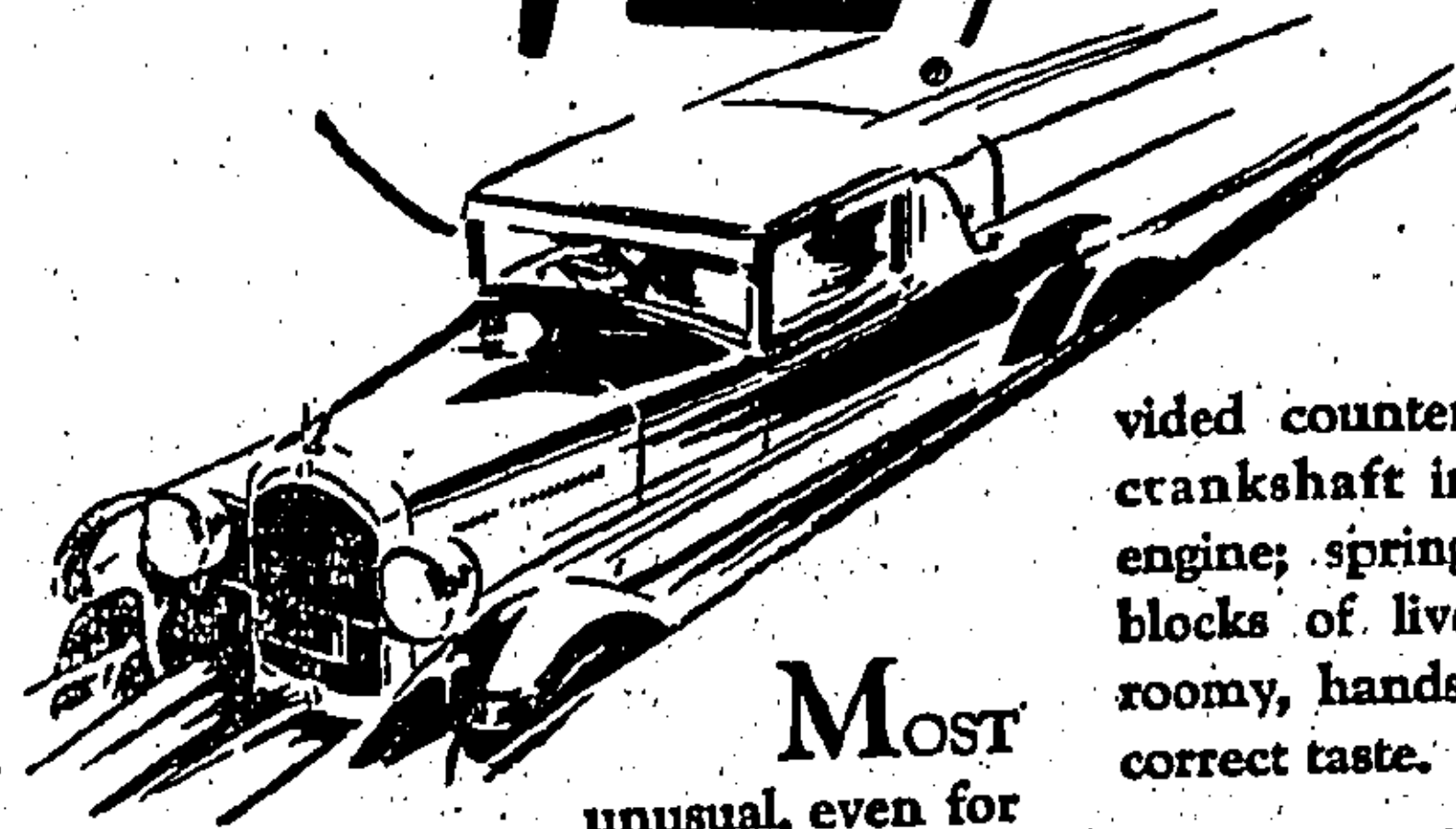
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Every Chrysler dealer is eager to show you the illustrious New "72"; to put it through its paces. Only by riding in it and driving can you familiarise yourself with this new performance, this new smartness that has been responsible for the greatest success in all Chrysler history.

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A YEAR AGO.

FIAT'S TOUR ACROSS DESERT.

A DRIVER'S DIARY.

April 30, 1927. — We have accepted the wager and to-morrow we start. Both sceptics and admirers of cars of large cylinder capacity were invited to look over all our preparations. Not even the smallest spare part was placed on the three cars which to-morrow will begin the journey: two Fiat 503 torpedoes and a Fiat 609 torpedo, both ordinary standard models.

The route Beirut-Bagdad is not an easy one, but we are quite sure that we will succeed in spite of everything and every one.

May 1. — All our Beirut friends as well as sceptical people had gathered in Union square to say good bye to us. Hearty hand shakes from the former, good wishes murmured out of politeness from the latter showing how they feel about our chances of success. They did not believe we would be so ready to accept and to start.

At 3 o'clock sharp in the afternoon we leave. An echo reaches us of a well wishing cheer. The road to Damascus lies before us veiled by the rain. The ascent of the Lebanon is made at a great speed, although the road, in very bad condition, compels us to be careful in steering to avoid the capsizing of the cars. When we were about to start downhill we were overtaken by a heavy storm. It seemed almost as if Jupiter Pluvius himself was a partisan of big cars, and wanted to prevent us from reaching our goal.

The violence of the rain is such that we are compelled to stop and when we start again, the road seems to have disappeared and we seem to be driving on a river bed. Huge black clouds, chasing after each other in a fantastic cavalcade presage that other heavy down-pours will follow, which are not long in arriving and accompany us as far as Damascus where we arrive towards the evening. The inspection of passports, the endorsement and formalities of the Customs, make us lose much precious time, so that we are compelled, against our will, to pass the night there.

May 2. — The deluge continues. The wonderful gardens, rich in luxuriant vegetation, bordered by the Baradli river, are shaken by stormy squalls. Once out of the city we follow the caravan road to Palmyra. It is all reduced to a sea of mud which covers the snarls of the holes and stones. The vegetation becomes more and more scarce. They are low bare looking bushes here and there; very shortly these also will disappear completely.

At Adra, a small and miserable looking village, the desert begins. While we are changing a tyre a long and slow caravan meets us proceeding from Aleppo and disappears in the direction of Beirut. Someone tells us that just before Kralin, an American motor car got stuck in the mud while crossing a ford and was compelled to be hauled out by a partner car arrived on the other bank. Our three torpedoes cross the ford with the 509 leading.

Proceeding in the direction of Palmyra, we travel over the desert valley of the Ghabel er Ruouak, made more desolate and difficult by the rain which does not cease for one moment, and by the condition of the caravan road. It is a continuation of enormous holes, where the wheels sink up to the hub, and of big stones which we try to avoid. The cars assume positions of clever tight rope dancers.

"We seem to be in a boat instead of a car," says one of us who, in a few words, sums up our sort of navigation towards Palmyra, where we arrive a little tired. It is true but with the cars in full efficiency.

We allow ourselves a couple of hours rest, just sufficient time to look over the majestic Roman ruins and to have a chat with the travellers of a caravan just arrived from Bagdad. They inform us that a convoy of big motor cars, on account of the heavy rain, had remained en panne in the desert and that very likely with our small cars we would have the same fate. They advise us therefore not to attempt the adventure. We hold a short council of us four: we are to go or not? Unanimously we decide to proceed and we start immediately.

The rain has stopped and the sun breaking through the mass of clouds, begins to shine. The caravan road is finished. The unbounded desert surrounds us. Not a tree, not a tuft of grass, nothing, absolutely nothing. As far as one can see we perceive only stones. It appears that Heaven has wished to strew all this region with stones. The poor bedouin villages of Ereik and Sukne are soon left behind and the cars follow their course. Rare gazelles run away at our approach. Some padri completely dry put our patience to a severe

POPULAR CARS.

AUSTRALIAN METROPOLIS CONTEST.

STUDEBAKER VOTES.

A contest to determine the most popular make of motor car in Sydney, Australian metropolis, has no apparent connection with charity. Neither would the spectacle of a world famous aviator crowning a Studebaker Commander "King of Cars" during an elaborate ceremony in a fashionable cabaret be classified as "charitable activity," yet both the contest and function were the result of a proposal to build a "Sunshine Holiday Home" for slum children at Carlingford, a surfing beach near Sydney.

Early in December, 1927, the Sunshine Club of New South Wales, a charitable organisation with headquarters in Sydney, launched a "Most Popular Car Competition" for the purpose of raising funds to build a holiday home for Sydney children. The Sunshine Club desired New South Wales motorists to lend financial support to the project, and sold votes for different makes of automobiles to car owners in order to raise the money. The "Sydney Evening News," which sponsored the contest, published each day's progress in the campaign.

When the contest closed on March 1, Studebaker had received 194,000 votes, a majority of 44,000 votes over its nearest competitor, Buick, with 150,000; Chevrolet ranked third with 82,000; Auburn fourth with 49,000; Essex fifth with 27,000; Whippet sixth; Nash seventh; Hudson eighth; and Willys-Knight ninth. By virtue of its overwhelming majority, Studebaker was declared winner of the "Most Popular Car Competition."

With fitting ceremonies, the title of "King of Cars" was conferred on a Studebaker Commander Victoria on March 14 at The Ambassador, Sydney's most fashionable cabaret. Bert Hinkler, "King of the Air," Australian aviator who flew from England to Australia in sixteen days, officiated at the "coronation."

Word of Studebaker winning the Sunshine Club contest was followed by cable advice that a stock Studebaker Commander Roadster not only broke every existing Australian record for speed and endurance for 24 hours but lowered all records for 100 to 1,700 miles in a speed trial on the dry bed of Lake Perkolilli, near Kalgoolie, West Australia. The run was made under observation of the West Australian Royal Automobile Club.

test, as well as the tyres and springs, but we cross them without accident. The heat has become unbearable, and this huge whitish valley dazzles the eyes. We meet with a bedouin caravan; they are nomads moving from one part to another of the desert. They make a sign to stop and surround us. They are tall, stout and well armed; they admire our cars, and as a conclusion to their interest they ask us for food and cigarettes. We give them as much as we can and do not delay to drive away at a great speed in order to put the greatest distance possible between them and ourselves. The night, which falls rapidly, does not stop us. The moon lights our road and the temperature is tolerable. At last we breathe! Towards midnight we make a short stop. We are dreadfully tired and a little rest is absolutely necessary. We make ourselves comfortable in the cars and under the friendly moonlight we fall asleep.

May 3. — At three o'clock in the morning we start again. The symphony of the stones hurled by the wheels against the mudguards and the continuous jolts wake us up completely. The sun shines impossibly on us. From time to time heaps of bones whitened by the sun show the place where some tired dromedary has fallen, a victim of the desert. To-day the only victims are the poor tyres which have two powerful enemies, the torrid heat and a soil which would crumble away even steel.

We have completely used up our water provision and during the burning afternoon our mind goes to the magnificent ice-cream and iced drinks which vanish under the unrelenting wearisomeness of driving. At Ramadi, an English post about a hundred kilometres from Bagdad, we stop the necessary time for the visa of the passports and then we start again on our run. We no longer suffer from fatigue or from the heat, now that the goal is near and with the goal victory.

At about thirty miles from our goal a cheerful surprise awaits us. The Italian Consul at Bagdad, whom we had informed from Ramadi of our coming, comes to meet us with his 503 Fiat car. This kind thought touches us deeply and after a cordial greeting the four cars run rapidly towards Bagdad entering in the evening. The little Fiat cars have beaten the desert!

CUTTING DISTANCE.

INVENTIONS OF MOST BENEFIT.

THE A.C. PLUG.

"Of all inventions," said Macaulay, "those that have shortened distance have done the most for humanity."

And the first men who use these inventions to shorten distance should be hailed along with the inventors as human benefactors. The year 1927 saw the aeroplane leap into unusual prominence through several noteworthy flights made by the following pilots:

Lindbergh—New York to Paris—Washington to Mexico.
Byrd—New York to the French Coast.
Chamberlain—New York to Germany.

Acosta and Chamberlain—Endurance Flying Record.
Maitland and Hegenberger—California to Honolulu.
Schlee and Brock—Round the World Tour.
Stinson—National Reliability Air Tour.

Meyers—New York to Spokane Air Derby.

A share of the credit for these achievements should go to the companies which made them mechanically possible. One of these is the A.C. Spark Plug which furnished all the spark plugs in all the above achievements. On the race track, too, A.C. Spark Plugs helped two men become champions:

De Paolo—A.A.A. National Automobile Racing Championship.
Woodbury—A.A.A. National Dirt Track Racing Championship.

Besides A.C.'s part in these events it is worth mentioning that A.C. Spark Plug has been exceptionally busy with other activities. In 1927 it erected five new buildings to meet the growing demand for its products in all parts of the world. Also, it introduced six new products—a fuel pressure system, an ammeter, an oil gauge, a tachometer, and complete panels for automobiles and motor boats. These, added to the well known A.C. Spark Plugs, speedometers, oil filters, air cleaners, gasoline strainers, and decorative tile, will make still greater expansion necessary during this year.

FUELLESS CARS.

2,000-VOLT SHOCK FOR INVENTOR.

London, March 11.

Washington. — As if to convince sceptics that his fuelless motor car, which is at present being exhibited at Detroit, is more than a plaything, the inventor, Mr. Henderson, is understood to be suffering from a 2,000-volt shock received whilst experimenting with his invention. He was taken to hospital suffering from partial paralysis.

It is not expected that he will recover for several weeks. Mr. Henderson claims that the engine draws its energy direct from electrical currents existing in the air.

[An earlier message stated: Detroit, Feb. 26. — What its backers predict may revolutionise the whole theory of aeronautics has been invented by Mr. Lester Henderson (sic) in the shape of a new type of motor engine driven instead of by petrol by electric mechanism "running on its electro-magnetism as applied to the earth's rotary motion." Col. Lindbergh and Major Lanphier, who are reported to have identified themselves with the promotion of the new engine, tested it at Selfridge Field. The engine produced 1,800 revolutions per minute, at which it is claimed to have run 2,000 hours before it was necessary to recharge the magnet centre. Guggenheim interests have arranged an immediate conference with the owners of the model and Major Lanphier and Col. Lindbergh.]

CAR SLIDES.

How many drivers remember that when they stop suddenly it is probable that the car will slide a short distance? Experiments have shown that on loose gravel, or even on dirt, a car may slide, with the brakes set, far enough to stop the wheels from rotating.

After the wheels of a car have stopped, it is necessary to leave a little margin for sliding of the entire car. The amount of the slide will depend upon the momentum stored up in the car, the traction, the character of the roadway and, in particular, the adjustment of the brakes.

If the car is headed downhill, the slide will be more pronounced. One place where most drivers take unnecessary chances is in a public garage. Here there are puddles of grease that are likely to upset normal traction and increase the sliding effect. The man who expects to stop the moment he succeeds in getting maximum results from his brakes is due for trouble. It isn't always possible to stop an automobile even if the wheels are kept from revolving.

LUXURY CARS.

STEARNS-KNIGHT NOW BUILDING 8-CYLINDER CARS.

MORE THAN 100 H.P.

The initial policy adopted by the present financial group back of the Stearns-Knight organisation which took control of the company two years ago called for the gradual development of a complete line of luxury vehicles to cover the upper price ranges in the quality group of fine cars, in addition to the standard lines of six and eight-cylinder models.

For the first year, efforts were devoted to perfecting the six-cylinder model on the standard chassis. Last year the Stearns-Knight straight was introduced and it has subsequently established itself in a strong position among owners of the finer types of automobiles.

This was an innovation in Knight sleeve-valve motored cars in this country but was in line with the accomplishments of Panhard and other foreign builders of Knight motored cars.

It was the first American built car adapted to general distribution methods in the luxury car group, to offer an engine with a power development in excess of 100-horsepower.

From its initial showing it attracted favourable attention wherever it was exhibited and has since built up an enviable reputation for that type of service which is expected from a car of its price and general specifications.

This was the second step in the programme of expansion along luxury car lines. This year the introduction of a de luxe line, powered with the Stearns-Knight straight-eight sleeve-valve motor and offered on two chassis of different wheelbase completes the original programme and enables the Stearns-Knight organisation to serve every demand in the upper price classes.

While the de luxe models will be built as standard production, there will be custom built town-cars to serve the requirements of buyers to whom this type of body makes special appeal.

PETROL POLICY.

FRANCE LOOKS AFTER HER OWN INTERESTS.

The Government Petrol Bill which constitutes the first step towards a national petrol policy, was adopted unanimously by the Chamber of Deputies. The object of the Bill is to foster the petrol refining industry in France by putting up the duties on imported refined petrol. In this way, as the rapporteur of the project remarked, the raw petrol from Mosul when it eventually found its way to France would find the house prepared for it. Without protection, he argued, it would be impossible to create the necessary refining plants.

A number of minor amendments were accepted, M. Margaine, who spoke against the measure on behalf of the Radical and Radical Socialist group, withdrew his opposition.

TO A WORN OUT CAR.

Good-bye, old bus! A fond farewell!

The junk man has you now, You've earned your rest; I hate to sell.

Your carcass, I allow, I ought to turn you out to grass In some delightful clime, With not a thing to do but pass An endless summertime.

For nine long years you've rolled about

This western hemisphere Without complaint, along the route

Wherever I might steer. My boon companion you have been,

In courtship and in marriage, My moving van! My medicine!

Of late, my baby carriage! And every day, at work or play, With fortitude deserving

You've helped me in your humble way

Of ceaseless, tireless serving. The junk man soon may strew you far;

Your parts he may disover; But the spirit of the motor-car

Goes on and on, forever. And so, I sing this little lay

In due appreciation Of what the auto means to-day

To me, and to the nation. Bill Tar in "The Lariat."

UNIVERSAL TRAFFIC SIGNS.

The League of Nations has been busy discussing the question of traffic signals and the possibility of an agreement being arrived at for standardising one system throughout the world. The suggestion covers signals for danger spots, speed limits, one-way traffic routes and so forth.

People now travel far and wide in their motor-cars and the different signs in different countries are somewhat confusing.

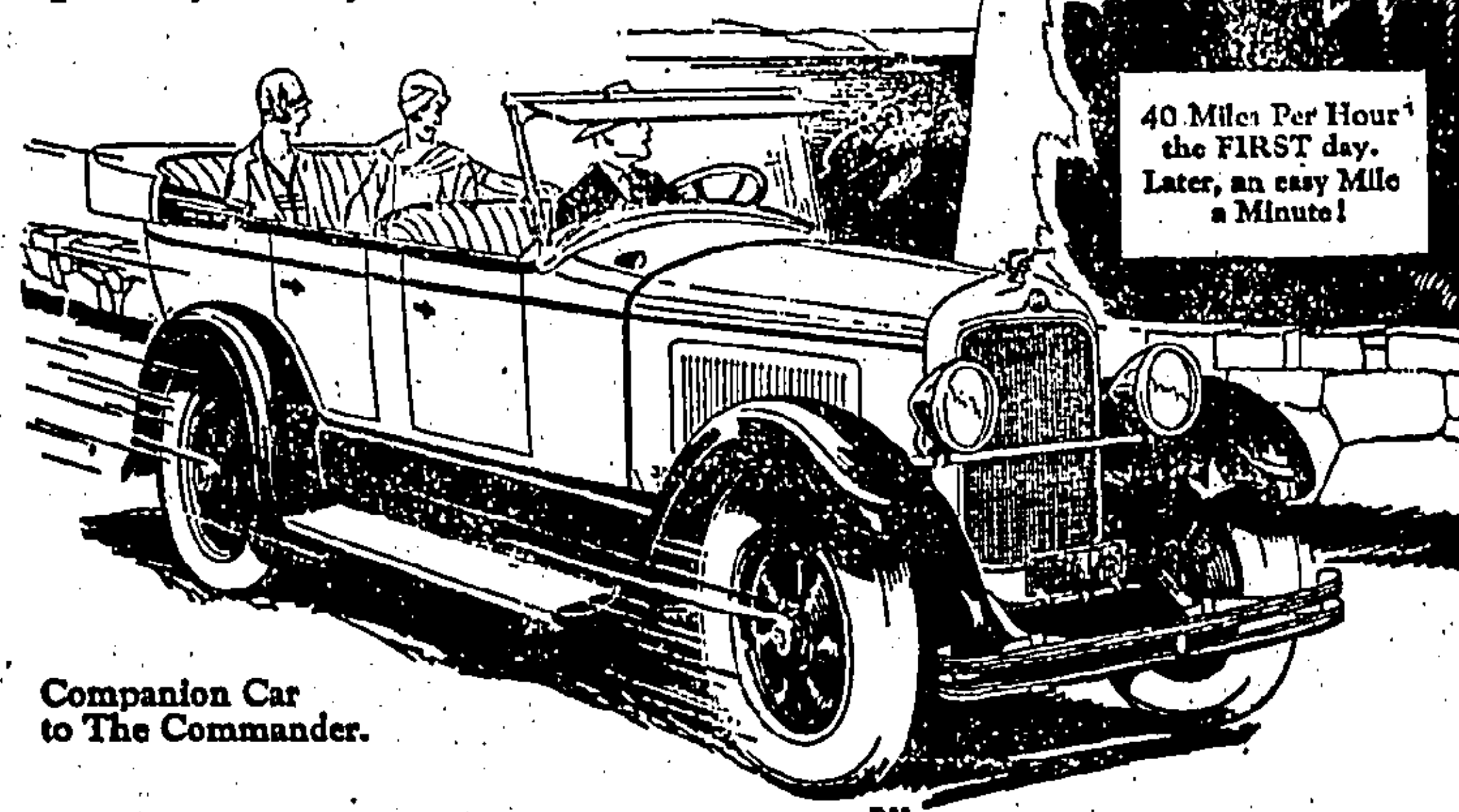
POWER for Hills or Heavy Going

ADVANCED engineering has increased the power of this Studebaker Director and at the same time increased its economy of fuel.

This spirited Sport Tourer is capable of high sustained speed. In official tests, the new Director sedan raced 1483 miles in 24 hours—an average of 61.795 miles per hour. It has proved itself a blood brother of the world's champion Studebaker Commander.

This Studebaker Director also offers you distinctive beauty of line and colour; relaxed comfort from deep cushions and extra ample springing.

It offers you years of dependable service and value that only Studebaker can give. Come here today. Compare with your own eyes. See how much more Studebaker gives for your money!



Companion Car to The Commander.

THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

25, Queen's Road Central.

STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 75 YEARS

AFTER WE SELL, WE SERVE.

BUY A

CHRYSLER

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SAVE DOCTOR'S BILL

FREE INSPECTION AND ADVICE.—During the first year of a vehicle's life we extend a periodical inspection service to all "CHRYSLER" owners; some of our leading mechanics will give advice regarding the driving and upkeep of the vehicles without any obligation whatever.

THIS IS A SYSTEM WE FIND HELPFUL TO AND APPRECIATED BY OUR CUSTOMERS.

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Tel. C. 1219.

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CORRECT INSTRUMENTS.

While considerable improvement has been effected in the accuracy of the various recording instruments, such as speedometers, engine thermometers, revolution counters, and so forth—all of which help to make motoring more interesting to the driver—there is still room for improvement, says the "Daily Mail" motoring correspondent. This applies specially to the speedometer.

During the past year I have tried a great number of different makes of motor-car, and the percentage of accurate speedometers was very low.

There were errors of from 3 to as much as 12 per cent., and in practically every case the error was in favour of the car.

Inaccuracy applied both to speed and the mileage recorded.

Such a state of affairs is very annoying to the car-owner who is keen on keeping a faithful log of his journeys and an account of his car's petrol and oil consumption over given distances. On the other hand, an error in favour of the car is not altogether distasteful to the man who boasts of the very high speed he is able to get out of his small vehicle.

Accurate Temperature Recorder.

Many thermometers, while they may be accurate, do not tell you enough about the temperature of the engine. The radiator type, as a rule, only gives you a warning that your engine is getting very hot or that it is running over cooled. The enthusiasts want more exact information. One of the best little instruments I have so far seen is the "Accurate" radiator thermometer, which is guaranteed to be accurate to within 1 degree centigrade.

This thermometer, connected to the radiator but fitted to the dashboard, gives the exact temperature of the engine.

It instantly indicates if your engine is running hot or cold or if the water in the cooling system has failed to function. If an instrument of this type which warns you of anything the slightest out of normal is used intelligently, it should assist you in effecting considerable economy in fuel oil, and general maintenance expenses.

CYCLES FROM ABROAD.

British Designs Copied By Continentals.

The British Cycle and Motor Cycle Manufacturers' and Traders' Union applied to the Board of Trade Committee under the Merchandise Marks Act, for an Order in Council making it compulsory for imported cycle parts and fittings to bear an indication of origin.

Mr. E. F. Crane, of the Hercules Cycle and Motor Co., Ltd., Birmingham, stated that Continental manufacturers had deliberately copied British designs to effect their sales, withholding from the public that the machines were manufactured abroad.

B.S.A. WIN.

The following telegram has been received by the Cycle and Carriage Company from B.S.A. Cycles Limited, Birmingham:—

"Australian Tourist Trophy B.S.A. 498 won 200 miles Solo Race from Scratch by twenty-three minutes. Same machine won 50 miles unlimited sidcar handicap also from scratch."

CANTON TYRES.

RUBBER TUBES BY ORDER.

As a result of a resolution passed by the Canton Municipal Administrative Council to order the iron wheels of the motor trucks running in the city to be replaced with rubber tyres, as proposed by Mr. Fung Wal, Commissioner of Public Utilities, so as to avoid damage of the surface of the various roads on which they may pass, a notification has been put up by the said Bureau ordering the owners of the motor trucks to make a change of the wheels on their trucks within a month from date of posting of the notification.—"Canton Gazette."

REGISTRATION.

More privately-owned cars are registered in New York state than in Britain, France and Germany combined. Those for Britain total 676,000; for France, 685,000, and Germany, 218,000—a sum total of 1,479,000, as against registrations in New York state alone of 1,608,749. Taxes on private cars are highest in Germany, and the highest on trucks and buses in Britain. Belgium, with a total motor registration of 53,116 cars, has the lowest taxation schedule of any European country. All, however, are higher than motor levies in most of the United States.

THE REWARD OF VIRTUE.

Motorist, summoned at Willesden for exceeding the speed limit: "This is very hard luck. When I was stopped I was hurrying to the court to pay my previous fine." He was fined £4.

A STEEP CLIMB.

WHIPPET MAKES MOUNT
BALDY ASCENT.

RECORD IN HIGH GEAR.

Hurling up the steep, twisting Mount Baldy, California, road from the toll gate to Ice House Canyon, a distance of 8½ miles, a four-cylinder Whippet touring car, set a new record of 11 minutes, 46 seconds for the high gear climb. This clipped 59 seconds—almost a full minute—from the former record held by a six-cylinder automobile. Records previously had been made by one eight and another six cylinder car.

The Whippet was awarded the silver trophy offered for the Mount Baldy speed record by the Pomona Progress-Bulletin. The dash was officially timed by Mr. R. O. Day, automobile editor and Mr. J. K. Peirson, advertising manager of the Progress-Bulletin; Mr. L. A. Mckenney, a garage owner of Arcadia, who rode with Mr. Hughes the driver, as a disinterested observer and Los Angeles newspaper man.

Rules governing the event provide that it must be made in high gear. The removal of top and fenders is permitted for safety's sake. Otherwise the car must be strictly stock model such as it sold to the general public. Examination of the Whippet showed that it conformed to the rules.

The Mount Baldy run is a real test of the speed, stamina and power of any motor car that makes it in high gear speed," declared L. V. Starr, vice-president and general manager of J. W. Leavitt & Company, Whippet and Willys-Knight distributor. "The course has but few straight stretches which are very short and speed must be kept up on the curves, which tests a car's road stability and high gear climbing ability to the limit. It is a continuous climb, very steep in places and some of the heaviest grades are encountered on sharp curves.

"The roadbed, which is of dirt for the most part, is fairly smooth but the curves are not banked for high speed so that a fast running motor car negotiating these sharp turns must have a low centre of weight to be able to stay on the road.

"The Whippet's achievement is noteworthy inasmuch as the six and eight cylinder cars establishing previous records over this course were of greater rated horsepower. The Whippet engine, however, is noted for its amazing power, quick acceleration and stamina. The car's low centre of gravity and handling ease give it safety at all speeds on all kinds of roads and additional safety is provided by the efficient mechanical four-wheel brakes."

50,000 MILES TEST FOR CAR
AND TYRES.

Mr. Lionel Rapson, who is world famous for his tyre inventions, is taking part in a novel test on the Miramas track shortly. He is to drive a Marmon car continuously for some 50,000 miles with his 17-year-old son and Mr. Richard Hopkinson, Messrs. Pass and Joyce's Marmon expert. Mr. Rapson hopes to complete the distance in about 10 weeks, and he considers it will be equivalent to about five years' ordinary motoring. This test will be under the observation of the Automobile Club de France and naturally Rapson tyres will be used.

GREAT ROAD RACE ENTRIES.

The great road race which is to take place near Belfast on August 18 for the R.A.C. Tourist Trophy and £1,500 in prize money presented by the "Daily Mail" is being well supported by a large section of the motor industry. Makes of car entered provisionally to date include:

British—Bentley, Lea Francis, Alvis, Lagonda, Frazer Nash, Marendaz.
France—Salmon, Amilcar.
Italy—Alfa Romeo.
Germany—Mercedes.
Austria—Austro-Daimler.
It is possible that the U.S.A. will also be represented.

THE FIRST OMNIBUS.

Para.—Another claimant has been discovered for the honour of inventing the omnibus, which celebrates its centenary this year. In 1828, Baudry, an enterprising Nantes miller, decided to use the waste steam from his boilers to heat a large public bath. The new venture was a complete failure until he inaugurated a special coaching service from the town to the bath.

The coach started from the shop of Omnes, a local wit, who hung up a sign "Omnes Omnibus." Hence the coach was called an omnibus. A year later Baudry extended his system of public coaches to Paris, and the name omnibus was still used.

30,000,000 CARS.

GREAT BRITAIN SECOND IN
PRODUCTION.

NOTABLE INCREASES.

There are in use to-day throughout the world 29,638,535 motor vehicles. This figure was determined by reports to the American Automobile from the principal cities of 127 nations and territories of Africa, America, Asia, Europe and Oceania.

A total of 2,111,297 automobiles were added to operation throughout the world in 1927, after deduction for replacements, of which approximately 55 per cent. were in the United States and 45 per cent. in other countries.

The increase for the year was 7.7 per cent, the smallest percentage increase of any years since we first began the compilation of the world motor census.

The low rate of increase, however, was largely due to the small gains in the United States in which the increase of 5.5 per cent. was less than half the gain of the preceding year.

Outside United States.

In countries other than the United States, the increase in the number of automobiles put into service was notable.

Our census shows that on January 1, 1928, 6,384,653 were in use in those sections compared with 5,467,328 automobiles of the preceding year, the increase in 1927 having been figured at 16.3 per cent.

Of the various continental divisions the most rapid gain was made in Africa, the operation of automobiles increasing there by 27 per cent. Oceania (in which is included Australia, New Zealand and Hawaii) was second, with a gain of 22 per cent.

America, in the sections south of the United States, gained 20 per cent, although the Western Hemisphere as a whole, due to the low rate in the United States, went forward at only 5.5 per cent.

Europe added more than half a million motor cars last year, gaining at 16.2 per cent., and now has 3,613,377 motor vehicles. The motorisation of Asia continued at almost exactly the progress of the preceding year, now having 348,466 units in use, the gain being exactly 18 per cent.

Notable progress was made last year in Great Britain, the 25 per cent. increase having been the second largest ever recorded for the kingdom in a single year.

Great Britain passed the million mark and is now the only country in the world other than the United States to have that many automobiles and trucks in use.

The estimated registration was 1,219,477 automobiles, in addition to 650,928 motor-cycles.

U.S. Shipments.

Approximately 530,405 American-made cars and trucks were shipped and sold abroad last year from the producing factories in the United States and Canada, including automobile assemblies in branch plants located in some twenty or more overseas countries.

European production of motor cars, other than the assembly of American units there, is estimated for 1927 at approximately 574,000 units.

Great Britain was the largest producer, with 228,500, followed by France with 190,000 units.

Germany and Italy ranked next, with 66,000 and 66,000 units, respectively. Czechoslovakia produced 12,000 automobiles, Belgium 8,500 and Soviet Russia about 500. Miscellaneous production totalled approximately 10,500 units.

The value of exports of American automotive equipment passed the half-billion-dollar mark last year, or \$537,189,000, as compared with \$456,425,702 in 1926.

Included in this are shipments of cars, trucks and parts from the United States and Canada, tyres from the United States and Canada, service equipments, tractors, motor cycles, ignition parts, storage batteries and automobile engines.

The United States has one motor car to each 5.1 persons. New Zealand has one to each 10.7 persons and Australia one to each 13.4 inhabitants.

The ratio to white population in South Africa is one automobile to 16.7 persons. British East Africa, however, has two motor vehicles for each adult white person.

CHRYSLER FACTORY.

Although only four years in production, the Chrysler manufacturing facilities are among the most extensive of any company in the industry. They now number 12 units in the United States and Canada, devoted to production, sales and service of Chrysler cars, including large plants in Detroit, Dayton, Ohio, New Castle, Ind., and Windsor and Walkerville, Ontario. Extensive facilities for assembling and service are also located at several central points in Europe.

WORLD TRIP.

NEW RECORD SET-UP FOR
MOTOR-CYCLES.

WIRE NETTING PATH.

Southampton.—One of the most remarkable tours ever undertaken by motor-cycle concluded at Southampton recently, when Mr. B. H. Cathrick, of Plercobridge, near Darlington, and Mr. J. P. Castley, of Norwich, landed from the Union Castle liner "Walmer Castle" after a world tour which began in August 1926. Since leaving London they have covered over 45,000 miles by land and sea, more than double the distance of previous motor-cycle world tours, and have traversed five continents and twenty-five countries.

The adventurous pair had many exciting times. While taking a photograph of the River Danube through the piers of a railway bridge at Belgrade they were arrested as spies and spent a night in prison. Mr. Cathrick said that the tour had been really hard work, especially in South Africa. The worst roads encountered were in Portugal and the best in India, the Malay States, and Java-Turkish roads were also found impassable, and after their cycles had been pulled out of mud several times by bullocks they continued their journey on railway tracks.

From Jerusalem they crossed the Sinai desert to Suez, a feat never before attempted by motor-cycle. They had no water for nearly 300 miles, and had to carry lengths of wire netting to lay down in front of the machines over stretches of loose sand.

Across the Andes.

Another remarkable ride was that across the Andes—the second highest mountain range in the world. At the summit they had to pass through a railway tunnel two miles long, and were almost overcome by the exhaust gases of their machines. In Australia, New Zealand, and Tasmania they were accorded sixty-five civic receptions, and in South Africa they were also enthusiastically received at various big centres.

Before leaving for London this afternoon, escorted by members of the London Motor-Cycle Club, the world tourists were guests at a complimentary luncheon at which they were warmly congratulated on the success of their tour. Mr. Cathrick mentioned that British motor-cycles were predominant throughout the world. At the present time England had 64 per cent. of the world's motor-cycle export trade, and he predicted with every confidence that in five years' time the percentage would be 84.

New Records.

George Duller, the steepclimb jockey, broke four international Class G records at Brooklands. He drove a 9 h.p. Riley, and his records were:

5 kilometres, 97.85 m.p.h.; 5 miles, 97.60 m.p.h.; 10 kilometres, 97.38 m.p.h.; 10 miles, 97.06 m.p.h.

AMERICAN PROBLEM.

NO USE FOR THE OLD
CARS.

New York.—An amusing picture hangs in the offices of the National Automobile Chamber of Commerce. A member is seen dancing round with pleasure waving in one hand a telegram just handed him by a telegraph boy. The lad looks at the man with astonishment, for the message reads, "Your garage destroyed by fire, 200 used cars burned up."

The story is an old one, but it has special significance in the American motor-car world to-day, because in the present year the industry is planning to sell 4,500,000 new cars, and it will have the same number of used cars to dispose of. The great automobile industry of the United States has been created to supply new markets, not to replenish the old. Yet when a customer buys a new car he invariably expects that his old one will be taken in part exchange.

Every endeavour, of course, is made to find fresh fields, either by offering the need for two cars in one family or, if you wish to be really up-to-date, one for father, one for mother, and one apiece for the children. But this extravagance has its limit, and the largest market for the manufacturer remains with those customers who return for another car provided they are relieved of the old.

Destruction Yard Plan.

What to do with all these used cars in the manufacturers' present problem. A destruction yard run by the industry on a co-operative basis is the latest suggestion for limiting the numbers of used cars, which threaten to flood the market. As one dealer puts it, "It would be good business if there were a co-operative destroying yard with a bonus."

The plan has already been tried in one State, the manufacturers receiving certificates of those cars of their own make which have been destroyed. Agencies that finance the instalment system in America would naturally like all

DESIGN OF CARS.

REFLECTS THE IDEAS OF THE
PUBLIC.

THE GUIDING HAND.

Who designs these new motor car models that are making such a hit with the public? You may be surprised. The leading designer is not the manufacturer. The makers simply cater to the wishes of the real designer. The artists or automotive architects or engineers are not the ones who indicate how a car shall look when it is put on the market sell to the public.

Those millions of people who are interested in buying automobiles are the principal designers of these vehicles. These are the folks who are guiding the makers of fine cars as never before. The manufacturers go scouting about to find out what people want in a first-class car, what is their ideal of perfection. Then they call in the automotive architect and set him to work drawing plans and specifications. If motor cars are beautiful they can be said to reflect in good measure the good taste of the people.

It must be admitted that the most important part of the general public—namely, the women—doubtless have a greater influence on the design of the motor car than men.

How Changes Occur.

It is interesting to note how changes occur in automobile designs. In some instances one manufacturer will sense a demand more quickly than the others and will incorporate the new feature demanded in his next model.

If this manufacturer's judgment proves to be accurate the salesmen of other cars quickly note an increasing volume of queries on the part of prospective buyers as to why other makes do not have such a feature. These salesmen report these reactions and in a short time the demand of the public for such a particular change has swept through particularly the entire industry, and the public's request is satisfied.

Individuality In Style.

For instance, individuality is demanded in body styles, in colour combinations, upholstery, body trimmings, body hardware and even in such details as vanity cases, smoking sets and seat contours. The buyer of a fine car wants that car to express him or her and is not satisfied unless it does so. The tendency to low, sweeping lines which add to the beauty of an automobile's body the request for closed cars, which add to comfort in riding, are both definite illustrations of how automobile manufacturers have catered to the desires of the public.

It must be admitted, however, that some of the demands of the motoring public have been more "fantastic" than practical.

Take, for instance, the matter of providing vanity cases as a part of an automobile's equipment. It is generally conceded that the male occupants of such a car would have no great use for this feature and it is universally the custom for ladies to carry their own particular brand of vanity case. Yet, because prospective buyers of motor cars ask for vanity cases in them, they are provided with such equipment for such a client.

Business of Designing.

It will be seen that the business of designing motor cars is constantly changing along with the custom and whims of the public. The purchaser of a low-priced automobile seeks to own a medium priced car, and his wishes as to design change in the process. Having secured a medium-priced machine, he wants a finer car, and his design ideals change again.

A few years ago if an automobile was sufficiently substantial to operate for a period of a year or two it was supposed to be a good car, in the public's conception. The fact that it was noisy and full of vibrations, that it could not be operated easily nor made comfortable when on tour made little difference. The old winds might whistle through the inefficient curtains, providing little protection against the elements during the cold weather months; nevertheless, there was no complaint if the car continued to run.

Of course, it can be seen that a tremendous change has been brought about within the last few years, with engineers having satisfied the present demand for noiseless operation, since vibration has been largely eliminated and ease in operation much increased. Clifford Brokaw in the "Daily Colonist."

used cars to disappear in smoke. They make 15 to 20 per cent. on their money, and on last year's cars sold by the instalment plan the public owes \$300,000,000.

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SOUND HEALTH.

HOW TO BE WELL: SIR
NEWMAN'S ADVICE.

A SOCIAL DUTY.

Insisting that the study of health was a social national duty, Sir George Newman, Chief Medical Officer, Ministry of Health, in a lecture delivered to the British Medical Association, declared that disease was but a disturbance of the harmony of the body. It was "dis-ease," or "dis-harmony," Lord Cozens-Hardy presided.

"In a civilised State," Sir George Newman submitted, "it is the nature and nurture of the individual and the communal organisation of opportunity which are foundations of national health. The organisation of health, which is the organisation of life, is the primary, though not the supreme, business of Government, of statecraft, whether central or local."

The articles of the modern practice of Preventive Medicine were:

(1) A sanitary environment, the external scaffolding of health.
(2) Systematic nurture, beginning before birth—the protection of motherhood, infant welfare, child hygiene, the care of the adolescent, a practical, comprehensive, and liberal education, and a wholesome food supply.
(3) A preventive organisation, by which the agencies of infection and disease are brought under control.

(4) Public and private medical services in order that correct diagnosis and sound treatment may be available for the whole community—general medical practice, clinics, dispensaries, sanatoriums, hospitals, factory medical service, a health insurance system, and medical accommodation for the poorest.

Comparing the conditions prevailing in England in 1832, when the British Medical Association was founded by Sir Charles Hastings, and the conditions today, Sir George said that a century ago the majority of Englishmen dwelt in mean streets.

Since then there had been an amazing transformation in the health of the people, for whom life was wider, and longer, and death more remote. "Though the population has more than doubled, the general death-rate for England and Wales has been halved since 1838; the child mortality under 5 for London is now about one-third of what it was; the number of deaths under 50 years of age is now 38 per cent, as compared with 71 per cent, in 1838; and the expectation of life at birth has been extended by as much as twelve years for boys and fourteen years for girls."

The Week-End Habit.

Insisting on the great part that has been played by the social factor in the improvement of national conditions, the lecturer enumerated, as sections of that factor, the indulgence in outdoor recreations, the week-end habit, travel and change of air, and the manifold uses of leisure.

We must give up the idea that health was comprised in sewerage, disinfection, the suppression of nuisances, the burial of dead, notification and registration of disease, fever hospitals, and endless restrictive by-laws and regulations. Health sprang from the domestic, social, and personal life of the people.

We had not yet found the full answer to the question, "What is disease?" But we had learned that disease was not something arbitrary, capricious, or occult, but was due always to definite causes; and we knew that it was not an external entity or agent—a sort of black dragon outside ourselves which we had to slay or exterminate. There was no external thing which we could call disease. It was something within the living organism.

Disease was the reaction of the human body to irregularities or agencies in its environment, to which it had not become habituated, and which, if prolonged, might lead to an actual alteration or degeneration in the tissues of which the body was constructed. It was the disturbance of the harmony of the body which was "dis-ease." It had been described by Metchnikoff as "dis-harmony."

The fundamental problem of health was the wise and scientific nurture of the body—and it must be remembered that the healthy body itself fostered defensive properties and resistant potentialities. The elements of nutrition for the body were food, fresh air and sunlight, exercise, warmth, cleanliness, and rest.

Ignorance of a sensible diet was the cause of much preventable disease, and people suffered from eating much rather than little. Man's diet should be mixed and varied; should be sound in quality and sufficient in quantity; should be consumed at regular intervals; and should be appetising and digestible.

Bacon, Beer, and Pickles.

"But merely to devise ideal dietaries is not enough," added Sir George. "If a chemically ideal and model food be prepared in the laboratory with the proper amounts of each essential constituent, and then it be sterilised, dried, or otherwise 'preserved,' it will be deprived of some or all of its vital and natural principles."

"Fixed foods become auxiliary only, for they are deprived in some measure of their vital elements of appetite, of taste and disposition, and of variety of composition. When we turn to the dietetic conditions of the great mass of the workers we find a tale of ham and beef, of beer and bread, of tea and pickles, of tinned meat and proprietary foods, or a weary round of bacon and herring and cheese—and of an unstable digestive system and an impaired physique."

Some food rules which it is expedient to adopt were set forth by Sir George, as follows:

Strict and persistent moderation in diet tends to longevity, and excess tends to early mortality.

Nature has provided that food should be masticated, should reach the stomach slowly, and not too frequently.

The number of meals taken daily is a matter of individual practice and custom, but for persons over 40 years of age they are usually too frequent.

No food should be taken between such regular meals, as eating promiscuously gives the body no rest.

A small quantity of beverage with the meal is desirable, but there should be no excess of alcohol—alcohol is not in ordinary circumstances necessary to health; there should be, as a rule, no alcohol before meals or between meals, and none for children.

There should be no active exercise immediately after a meal.

"All Liver and no Legs." Emphasising the importance of fresh air, the lecturer said it was almost as valuable to health as food. Every school should be an open-air school, and every home an open-air home.

But physical exercises must not be overdone, or any system allowed to become a thrall or fetter; we should not be specially violent in exercise on Saturdays and neglect of it for the remainder of the week. Motoring had its advantages, but we must beware of becoming "all liver and no legs."

Speaking generally, most people stood in greater need of rest than movement. "Our American cousins and ourselves are getting much too restless for good health, or even mental capacity and balance. There is an excess of noise, clatter, chattering, and meaningless activities which have no value or virtue in themselves, and for children are directly harmful."

The Greek admonition, "Know thyself and be moderate" was quoted with approval by Sir George. Two subtle dangers in these days of public education in health were "stunts" and "panaceas." Nature was too varied and the world too wide for ultimate truth to lie along that road.

On the other hand, perverse or ignorant unwillingness to accept the established findings of science was likely to deprive us of valuable aids in the struggle for life and the survival of the best. "Germs of disease" were important, but we must not go germ-mad. "Sanitary and medical experts have their place, but health is every man's duty. Progress depends more upon personal, social and moral evolution than the advance of sanitary science, more upon wisdom than knowledge."

AFRICA'S AIR LINES.

SIR A. COBHAM'S GIGANTIC PLANS.

\$1,000,000 SCHEME.

Johannesburg.—Sir Alan Cobham arrived here to-day. He envisaged a trans-African flying boat service from Alexandria to Kisumu and thence by aeroplane to the Cape. He says that East Africa is anxious to link up with the Cape and the Sudan. The Kenya, Uganda, and Tanganyika Governments have guaranteed a joint subsidy of £200,000 spread over five years.

Sir Alan believes there would be enormous traffic between the Union and Central and East Africa. He indicates an aeroplane route from Nairobi (Kenya) to Arusha and Iringa, in Tanganyika, and then through Nyasaland to Fort Jameson, Blantyre, and Salisbury (Rhodesia).

The cost of air travel would be 10 per cent. above first class rail.

The scheme involves £1,000,000 capital. Sir Alan Cobham intends to lay his proposals before the Union and Rhodesian Governments.

Aviation developments are announced by Col. Henderson, who is arranging for a bi-weekly air service between Capetown and Johannesburg, starting in November.

The aeroplanes are to have three engines, will carry ten passengers, and will do the journey in nine hours.

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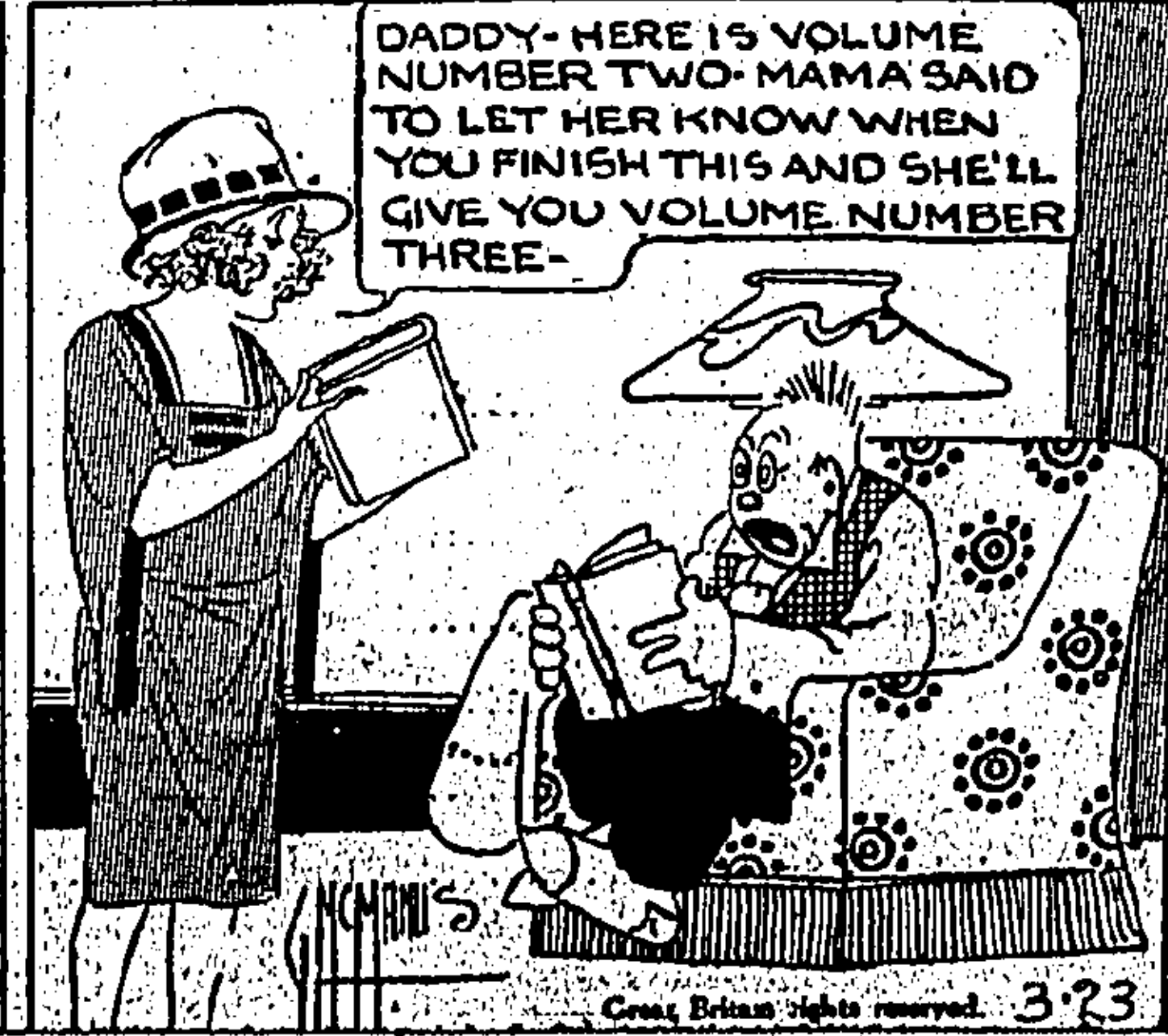
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Europe via Negapatam (letter only, London 5th April)	SUNDAY, MAY 6.	Hosang
U.S.A., Honolulu, Japan and Shanghai	MONDAY, MAY 7.	Pres. Monroe
Shanghai and Swatow	TUESDAY, MAY 8.	Chinkiang
Europe via Negapatam (letter only, London 5th April)	WEDNESDAY, MAY 9.	Takliwa
U.S.A., Honolulu, Japan and Shanghai	THURSDAY, MAY 10.	President Jefferson
Australia and Manila	FRIDAY, MAY 11.	Tanda
Manila	SATURDAY, MAY 12.	Empress of Russia
Canada, U.S.A., Japan and Shanghai	SUNDAY, MAY 13.	Empress of Asia

OUTWARD MAILS.

For	THURSDAY, MAY 3.	Per
Sam Shui and Wuchow	Kochow	4.30 p.m.
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Hoihow and Haiphong	New Mathilde	5 p.m.
Shanghai	Ermland	5 p.m.
Haiphong	Kiukiang	8.30 a.m.
Hoihow, Pakhoi and Haiphong	Menado Maru	8.30 a.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 19th May. Parcels noon. Registration 1.45 p.m. Letters 2.30 p.m.	Arafura	2.30 p.m.
Shanghai	Linan	2.30 p.m.
Hoihow and Bangkok	Michael Jebson	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 3rd June. K.P.O. Registration 4.30 p.m. Letters (May 5th) 9 a.m. G.P.O. Registration (May 5th) 8.45 a.m. Letters (May 5th) 9.30 a.m.	Fushimi Maru	2.30 p.m.
Straits and Calcutta. Parcels noon. Letters 1 p.m.	Sui Sang	2.30 p.m.
Shanghai and Europe via Siberia	Sun Ning	2.30 p.m.
Bangkok	Hero	4 p.m.
Swatow, Amoy and Foochow	Hai Ning	4.30 p.m.
Straits	Glengarry	5 p.m.
Wei Hai Wei	Hutchow	5 p.m.
Amoy	Hosang	5 p.m.
Bangkok via Swatow	Kiangsu	9 a.m.

*Correspondence bearing vessel's name only.

1922 DECLARATION.

Discussion In House Of Commons.

QUESTIONS AND REPLIES.

Sir Austen Chamberlain Explains British-Egyptian Policy.

London, Yesterday. In the House of Commons, Sir Austen Chamberlain (Secretary of State for Foreign Affairs) announced that the British Government had replied to the Egyptian Government's Note welcoming its sentiments but saying that if the Assemblies' Bill were revived or similar legislation introduced the British Government would again be obliged to intervene. They could enter into no discussion with regard to the Declaration of 1922.

Sir A. Chamberlain added that the instructions which it had previously been thought necessary to give to certain British warships had now been countermanded.

Replying to Mr. Shapurji Saklatvala (Communist) Sir A. Chamberlain expressed the opinion that the withdrawal of the British Forces from Egypt would lead to immediate confusion and a not long delayed war.

He declared that Britain had exercised moderation and patience and had acted none too soon and none too strongly.

Mr. Will Thorne (Labour) asked if the Declaration of 1922 must stand for ever.

Sir A. Chamberlain: Yes. It is impossible to contemplate the occupation of Egypt by any other Power than ourselves, and as we forbid other Powers from interfering we must take the necessary measures to secure the safety of their citizens as well as of our own.—Reuter.

Australia's Approval.

Canberra, Yesterday. In the House of Representatives, Mr. S. M. Bruce, the Prime Minister, stated that the Ministry approved of the British ultimatum to Egypt.

Cairo's Anxiety.

The question on every lip is "Will the Egyptian reply be considered satisfactory, or will British warships steam into Alexandria and Port Said to-night?"

The public appear more depressed than excited. It is fairly safe to say that there is not a single Egyptian who does not regard the Assemblies' Bill as dead, whatever words were used in the Cabinet's reply to Britain. Still there is the knowledge that the ultimatum was in very definite terms, and admits of no equivocation; hence the uncertainty as to how the day will end.—Reuter.

POLISH "REDS."

MORE MAY DAY RIOTING REPORTED.

POLICE AND COMMUNISTS.

Warsaw, Yesterday. There were disturbances and bloodshed in several provincial towns in yesterday evening's May Day celebrations.

Communists occupied the City Hall of Lodz and hoisted the Soviet flag. They were ejected and many arrests made.

Police fired several volleys at a Communist crowd in Sosnowitz, who were trying to occupy the City Hall and break into a prison. One was killed and many wounded. Serious rioting is also reported from Drohobycz and Lemberg, where 11 police and a number of civilians were injured.—Reuter.

\$12,000,000 BRIDGE.

PROPOSED BETWEEN BROOKLYN & STATEN ISLAND.

4,500 FEET LONG.

New York, May 2. A group of business men have submitted to the Federal State authorities a proposal to construct a gigantic suspension bridge between Brooklyn and Staten Island, to replace the present ferry system. The bridge will be 4,500 feet long and will stand 235 feet above high water. The cost will be \$12,000,000 and it will be the longest single span bridge in the world.—Reuter.

UNLUCKY BALKANS.

Another Misfortune For Bulgaria.

DEVASTATING CYCLONE.

70 Persons Injured: Houses Unroofed Mosque Destroyed.

Sofia, Yesterday. A cyclone has devastated North Bulgaria, especially damaging Starazagora and unroofing houses and partially destroying a mosque.

The population, already nervous because of the earthquake, created another panic. Seventy were injured.—Reuter.

MR. SUN FO.

RETURNING TO CHINA THIS MONTH.

TO VISIT HONG KONG.

It is reported (says the "Canton Gazette") that Mr. Sun Fo who accompanied Dr. C. C. Wu, Mr. Hu Han-min and others on a tour to Europe, has sent a letter to Can-



Mr. Sun Fo, son of the late Dr. Sun Yat-sen.

ton reporting his decision of returning to China during May to take up matters in relation to reconstruction in the country. He further states in his letter that he will make a trip to Hong Kong and Canton before proceeding to Nanking.

"MISINTERPRETED."

PROHIBITIONIST M.P. ASKS A QUESTION.

MATTER EXPLAINED.

London, Yesterday. In the House of Commons, in replying to Mr. E. Scrymgeour, Prohibitionist who had asked whether the British representatives at the Opium Committee of the League of Nations were pursuing the considered policy of the Government in opposing the efforts of the Italian representative to prevent the Opium Control Board from being made independent of the League and representative only to interested Governments.

Sir Austen Chamberlain expressed the opinion that Mr. Scrymgeour had misinterpreted what had occurred. The point at issue was in relation to the secretariat board to the Secretariat of the League. In taking the line opposed to their Italian colleague, the British representative and some other members of the Opium Advisory Committee acted in the belief that the views they submitted gave effect to the intentions and provisions of the Opium Convention.—Reuter.

U.S.S. "LEXINGTON."

BLADING OF CRACKED TURBINE CAUSE OF DELAY.

OFFICIAL STATEMENT.

Washington, Yesterday. Mr. Wilbur has revealed that the postponement of the tests of the aircraft-carrier "Lexington" was due to the appearance of cracks in the blading of a turbine.

The defect was thought to be due to vibration, but nevertheless the vessel attained 32 knots.

An earlier cable from San Francisco stated that Captain Karna has announced to Pressmen that the U.S.S. "Lexington" made only 22 knots, on her trial run, but he expressed the opinion that the vessel would reach the required speed of 33 knots.—Reuter's American Service.

ELECTROCUTED.

4 Moros Pay Death Penalty.

AT BILIBID.

Only One Preserves Courage To The Last.

Manila, April 28. Yesterday afternoon at Bilibid Prison, four Moros paid the death penalty for murder. They died in the electric chair, one after the other. Only one of the doomed men went to the chair protesting his innocence. This was the last to expiate the crime. And he was likewise the only one who walked unsupported to his doom. The others had been given morphine and required the aid of guards to be taken from the death chapel to the death chamber.

An anaesthetic in the form of chloroform was administered to all of the men, so that each was unconscious when the death-dealing current of electricity was turned into the chair.

Sawajan and Barahama died from the first shock. Two shocks were required to satisfy the demand of the law with the others.

The crime for which the four men were electrocuted was the murder at Jolo of another Moro named Hassan, on May 10, 1926, for the purpose of robbery. The quartette secured P50 as the result of their crime.

Efforts were made to secure a commutation of sentence for the condemned men but Governor General Stimson, after a careful study of the case, declined to interfere and permitted the law to take its course.

So far as known, none of the Moros made any religious confession refusing to receive the benediction of the prison chaplain in the absence of a prelate of the Mohammedan faith. They requested and saw Datu Tahl, however, who gave the religious consolation they needed and who it was understood was asked to convey personal messages to the relatives and friends.

The prisoners were reported to have written letters to their relatives just before their execution but efforts to learn what were said in those letters failed. But it is understood Datu Tahl was told of their contents.

These were the first Moros to be executed in the electric chair.

ATLANTIC FLIERS.

NOW BEING FETED IN WASHINGTON.

BIG BANQUET.

New York, Yesterday. After a banquet given by the City of New York in their honour, at which nearly 4,000 prominent citizens were present and cheered them heartily, the Atlantic fliers went to Washington this morning to fulfil a crowded programme of receptions and entertainments.

Little Patricia Fitzmaurice has become a great popular favourite. She was crowned Queen of the May by 500 children in Central Park yesterday.—Reuter's American Service.

Decorated on the White House Lawn Washington, Yesterday.

The "Bremen's" crew were decorated with the Distinguished Flying Cross on the lawn of the White House. Capt. Koehl claims that he is thus the first German soldier to be decorated by an enemy country after the war. Thereafter the airmen lunched intimately with President and Mrs. Coolidge and later they placed a wreath on the "Unknown Soldier's" Tomb at Arlington Cemetery.—Reuter's American Service.

ROUGH RAIDERS.

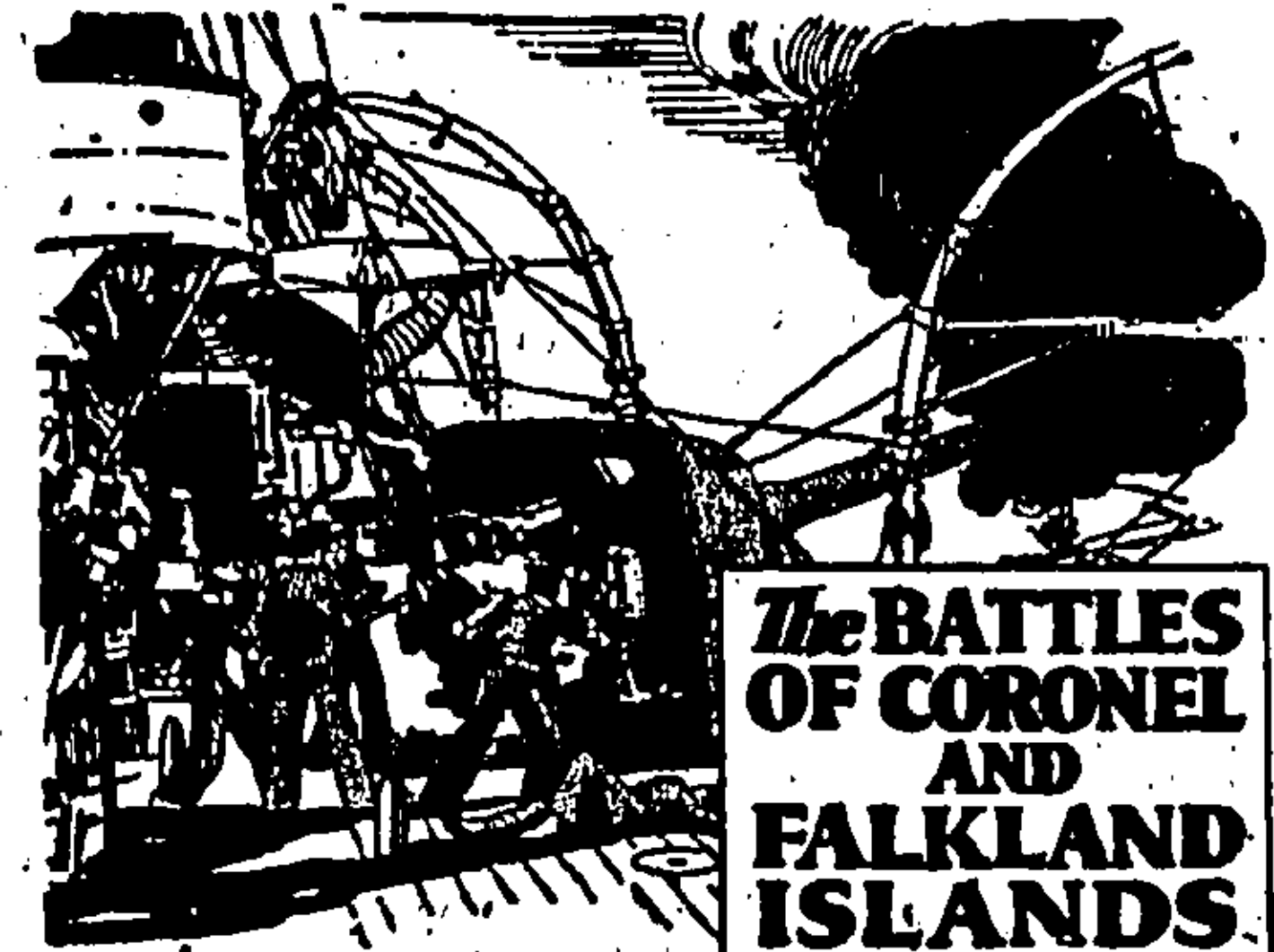
BLOW UP GOLD MINES IN NICARAGUA.

AMERICAN PROPERTY.

New York, Yesterday. It is reported from Bluefields that raiders blew up and destroyed the American-owned Laluz and Bonanza Gold Mines, according to the assistant manager at Laluz. The Los Angeles Mining Company state that the band responsible for the outrage have now deserted the region.—Reuter's American Service.

PRAISED BY THE KING!

A WONDERFUL film depicting the most dramatic exploit of the senior service since Trafalgar!



ASTOUNDING battle scenes with the warships of both sides "played" by modern prototypes of the British Navy. A tremendous picture of war at its grimmest and grandest!

NOVELTY GAZETTE, "OUR BRITAIN," WITH MISS DORIS WOODS AS VOCALIST.

AT THE

QUEEN'S

TO-DAY TO SATURDAY.

At 2.30, 5.10, 7.15 & 9.20.

A DELICATELY beautiful story produced by a famous director!

D. W. GRIFFITH

Presents

THE WHITE ROSE

With

MAE MARSH AND IVOR NOVELLO

AT THE

WORLD

TO-DAY TO SATURDAY.

Orchestra 5.00 and 9.30. Interpreter 2.30 and 7.15.

A STIRRING drama of a Carolina mountain feud ending in a sensational climax!

PATSY RUTH MILLER

IN

HELL-BENT FER HEAVEN

With

JOHN HARRON AND GAYNE WHITMAN

AT THE

STAR

TUESDAY TO SATURDAY.

Continuous 2.30 to 11.15.

WATER SUPPLY.

Level and Storage of water in Reservoirs on April 1, 1928.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

1927 1928

Tytam Byewash 10' 1" 15' 10" 10' 15' 10' 15'

Tytam Intermediate 22' 0" 22' 0" 22' 0" 22' 0"

Tytam Tuk 32' 0" 32' 0" 32' 0" 32' 0"

Wong Nei Chung 15' 0" 15' 0" 15' 0" 15' 0"

Pokfulum 18' 0" 18' 0" 18' 0" 18' 0"

(Note: B. denotes "Below Overflow"; A. denotes "Above Overflow".)

Storage in millions and Decimals of gallons.

1927 1928

Tytam Byewash 304.39 263.92

Tytam Intermediate 1.37 1.67

Tytam Tuk 93.20 91.40

Wong Nei Chung 761.74 578.76

Pokfulum 13.72 8.09

Total 1,191.66 984.98

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of March.

1927 1928

Consumption 216.75 218.57

Estimated population 410,200 420,520

Consumption per head per day 17.0 16.7

Intermittent Supply in all Rider Main Districts west of Garden-road during March, 1927, and Full Supply in all rider main districts east of Garden-road during March, 1928.

Intermittent supply in all Rider Main Districts during March, 1928.

KOWLOON WATER WORKS LEVEL.

1927 1928

Kowloon Reservoir 17' 9" 11' 3" 17' 9" 11' 3"

Shek Lai Pui Reservoir 21' 5" 2' 0" 21' 5" 2' 0"

Reception Reservoir 2' 4" 0' 11" 2' 4" 0' 11"

Storage of millions and decimals of gallons.

1927 1928

Kowloon Reservoir 193.39 245.40

Shek Lai Pui Reservoir 28.60 108.00

Reception Reservoir 27.03 30.73

Total 249.02 384.13

Consumption of water in Kowloon in millions and decimals of gallons during the month of March.

1927 1928

Consumption 77.45 81.45

Estimated population 150,430 169,440

Consumption per head per day 15.6 17.9

Full Supply in all districts during March 1927 and 1928.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to March 31, 1927, 2.27. March 31, 1928, 10.64.

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